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THE
Worcester Magazine

DEVOTED TO

Good Citizenship and Municipal Development.

VOL. X

JANUARY-DECEMBER, 1907.

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The Board of Trade, Worcester, Mass.

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THE WORCESTER MAGAZINE

Vol. X. JANUARY--1907 No. 1.

Magazine and Municipal Comment.
Review of a Month
Development of the Rolling Mill.
Board of Trade Notes.

DEVOTED TO

Good Citizenship and Municipal Development

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WORCESTER, MASSACHUSETTS,
U. S. A.

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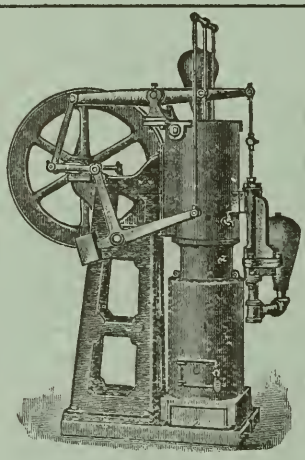

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A Business Man's New Year's Resolution

TO be joyous in my work, moderate in my pleasures, chary in my confidences, faithful in my friendships; to be energetic but not excitable, enthusiastic but not fanatical; loyal to the truth as I see it, but ever open minded to the newer light; to abhor gush as I would profanity, and to hate cant as I would a lie; to be careful in my promises, punctual in my engagements, candid with myself and frank with others; to discourage shams and rejoice in all that is beautiful and true; to do my work and live my life so that neither shall require defense or apology; to honor no one simply because rich or famous, and despise no one because humble or poor; to be gentle and considerate toward the weak, respectful yet self-respecting toward the great, courteous to all, obsequious to none; to seek wisdom from great books and inspiration from good men; to invigorate my mind with noble thoughts as I do my body with sunshine and fresh air; to prize all sweet human friendships and seek to make at least one home happy; to have charity for the erring, sympathy for the sorrowing, cheer for the despondent; to be indifferent to none, helpful to some, friendly with all; to leave the world a little better off because of me; and to leave it, when I must, bravely and cheerfully, with faith in God, and good will to all my fellow men,—this shall be my endeavor during the coming year.

The Worcester Magazine.

VOL. X. JANUARY, 1907. NO. 1.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

Enters upon its Tenth Volume

With the current number the Worcester Magazine enters upon its tenth volume. As a Board of Trade publication it stands to-day as the most important in the country. The Worcester Board of Trade is the only organization of its kind that prints a magazine. There are many publications of boards of trade, merchants' associations and commercial organizations, but none of them ever have issued a magazine. It is to the credit of the Worcester organization that such a venture was entered upon several years ago, and from all sections of the country come notices of the most complimentary character of the Board of Trade publication—the Worcester Magazine. It is expected this year will see the Magazine enter a broader field, in which its influence will be felt. The object of the Magazine is to promote the interests of Worcester as a municipality to create what the publishers intended when it was started, and which is its trade mark, "Good citizenship and municipal development." The Worcester Magazine wishes to its reader a "happy New Year."

Remember this New Year's Resolution

A review of the month's important events is a feature of the Magazine this month. It is prepared after a careful following of events as they have occurred, and they are presented to the readers in a sufficiently brief form to make them of value to the reader. It is the intention to make a monthly review of the municipal events, together with such statistics that are of value, so that at the close of the year a file of the Magazine will furnish a carefully prepared review of the twelve months. As an innovation in the makeup of this month's number—the New Year's number—the regular frontispiece, illustrating some prominent citizen, familiar locality or distinct style of local architecture is omitted, and in its place is "a business man's New Year's resolution," one of the best that can be made, and one which should be carefully read, committed to memory, and lived up to.

How Boston's Debt Grows

When one considers the enormous debt of other cities as compared with Worcester, there should be entertained a feeling of pride and satisfaction. In considering the debt of municipalities the mind naturally turns to Boston, which has won a reputation on account of its great debt. The statistics department of the city of Boston has issued a timely and valuable bulletin dealing with municipal receipts and expenditures for the years 1901-05. It would be in the public interest if every candidate for city office would digest the figures here set forth.

Special attention is called to the

tables bearing on the increase in current expenditure on account of the debt. In 1905 the amount paid into the sinking fund was $1,448,374; interest, $2,470,626.86, a total of $3,919,000.86. This was for direct city debt, bonds authorized and issued by the city government. In addition, Boston paid as its share of the metropolitan debt, imposed by the Legislature, for parks, $360,279.74; sewers, $254,745.53; water, $200,000, or a total of $815,025.27. The joint debt account, therefore, cost the city $4,734,026.13. In 1901 the corresponding total was $3,972,452.85. Instead of reducing the debt burden we increased it by $761,573.28.

To realize what these figures mean it is only necessary to point out that in 1901, when the total expenditures from current receipts were $20,377,531.34, the sum spent on account of debt was about 19 per cent. of the whole, a proportion which only four years later, when the total expenditures from current receipts were $21,405,135.26, had risen to more than 22 per cent. At this rate of increase another four years would see Boston's debt consuming one-quarter of her income.

Holiday Trade Came to Worcester

Worcester is the centre of a great purchasing population, as is shown by the street railway figures of travel. The report of the Worcester Consolidated Street Railway Company shows that during the year about 40,000,000 passengers were carried. This shows the enormous amount of travel in and around Worcester. But it is the Christmas travel that attracts particular attention.

The street railway officials say a new record for holiday travel was established. The estimate of the street railway officials is that 650,000 passengers were carried during Christmas week.

The increase over the number handled a year ago during Christmas week is approximately 75,000. Monday, the day before Christmas, was the record-breaking day of the rush, when 125,000 cash fares were collected on the cars.

The travel was well distributed over all branches of the Consolidated, every line having about all the business it could conveniently handle. The traffic between the suburban towns and Worcester was much heavier this year than ever before, in fact, when the rush was at its height, extra cars had to be run on some of the suburban lines, and there was a big increase in the number of people who came to Worcester from adjacent points to do their Christmas shopping. The Consolidated was particularly fortunate in handling this heavy traffic, for not an accident of any description occurred to the thousands of passengers carried. While the Consolidated officials have not figured up the entire receipts of the Christmas rush thus far, they know they will be considerably heavier than they ever were before.

It is deserving of particular notice that Worcester newspapers are loyal to Worcester merchants. Local business houses have the exclusive use of the advertising columns, and the Telegram some days before Christmas brought out in an attractive advertisement the fact that Worcester was the best place to buy Christmas presents. These special announcements show the co-operation of the newspaper with the merchant—the combination that will keep Worcester money distributed among Worcester merchants.

Better Train Service Promised

The record of late trains in Worcester and other Massachusetts cities is believed by many to be worse this winter than it has been for many years. It is quite likely that this is the case. The delays upon the Boston & Albany road have become so common and so vexatious that there has been a chorus of complaint all along the line.

The amount of freight business done on the New Haven road is small compared with that done over the other two lines, the Boston & Maine and the Albany.

The truth of the present situation is that the Albany has been inundated with east-bound freight business that

constantly interferes with the passenger business. Reports from elsewhere, all over the country, show that complaints are rising high over the wretched railroad service of to-day, and in the same breath it is stated that never was the freight business done by the roads so large. Possibly that does not excuse the railroads. They should have foreseen it, presumably. They should have been prepared for this enormous rush of business which threatens to disorganize schedules and block all terminal freight yards.

There have been some harsh things said about the Boston & Albany to the Railroad Commissioners, and the road has been obliged to file with the commissioners detailed report of delays and reasons for them. The commissioners have taken hold of the matter and promise better service.

For Education and Pleasure

Worcester, with its art gallery that is sufficiently endowed to make it one of the most important in the country, undoubtedly is exceptionally interested in the bill before Congress to admit free into the United States works of art imported from abroad. As Senator Lodge well said in a speech delivered by him in Congress, all the greatest works of art in the world to-day belong to the people and are gathered in the galleries and museums, which are given to mankind, and which give pleasure and instruction to all alike—to gentle and simple, to rich and poor, and he declared the United States was no exception.

In this country, it is true, the rich man buys works of art, but in the end the people own them; and the ownership of the people is perpetual. "All the great works of art which come to this country pass either by gift or bequest, and in no very long time, into the public galleries, libraries and museums, and become the people's property, never to be taken away," said Mr. Lodge effectively. Therefore, he concluded, there is nothing imported more surely for the people at large and for their education and pleasure than great works of art, and for their sake, if for no other reason, it is wise to encourage the importation of all that is best in painting and sculpture, and not, by degrading them to the rank of a luxury, put a tax upon education and popular pleasure and instruction. "Let us leave them free, too, for the sake of our artists and for the benefit and development of our American art," said Mr. Lodge, pointedly.

Development of the Rolling Mill

At a recent smoke-talk before the Worcester Metal Trades Association Mr. Victor E. Edwards, mechanical engineer for the Morgan Construction Company, gave an address on "The Rolling Mill." The early history of iron making was gone into briefly, and in detail Mr. Edwards described the process of steel making, showing in the most entertaining manner the development of the rolling mill which has played so prominent a part in Worcester's industrial growth. Mr. Edwards illustrated his talk and the paper reproduced in the Magazine is most interesting.

Now for a Noiseless City

And now there is a society for the suppression of unnecessary noises. It is founded by a woman, and its aim is the suppression of such noise in the city as is useless and menacing to health and general comfort. There are good and worthy people on its advisory board, including college presidents, professors, authors and university men.

The programme, as outlined, is that they will first visit the traction companies and urge them to have all cars run at one-half speed past hospitals, to put on brakes as quietly as possible, and to refrain from the needless ringing of bells or gongs while in the vicinity of the hospital buildings. Thereafter they will visit the various automobile clubs and urge them to issue requests to their members, and friends of members, that they avoid thoroughfares near hospitals as much as possible, and that, in the event of their passing such buildings, they drive their machines slowly and refrain from sounding their horns or signals. The organizers hope also to have

all delivery wagons, whose rounds are made before seven o'clock in the morning, equipped with rubber-tired wheels, and the horses shod with rubber shoes. In the case of milk wagons they expect to have all the tins packed so that they will not rattle. Then, too, the reformers will try to urge upon all venders the carrying on of their trade in a less noisy manner than at present.

We may not get back to the real simple life, but we are rapidly awaking to the need of simplifying our daily life in some directions. Yet noise is, to the average person, not over-afflicted with nerves or otherwise unwell, largely a matter of familiarity. The city man in the country is disturbed by the barnyard sounds, and even by the crickets and the grasshoppers.

Invade the Correspondence School Territory

Correspondence schools, which long ago invaded the fields of our higher institutions of learning, now must meet a counter attack. Their first competitor is the University of Wisconsin, which has established a department of correspondence instruction designed to offer to the mechanic and tradesman the same advantages that have long been offered to the farmer through short course winter schools of agriculture, and to other classes by means of summer vacation schools. The old, well-endowed universities are not likely to undertake this sort of education, but there is something appropriate in the effort of a state university, the capstone of its educational system, to establish more intimate relations with the people of the State. Of fulfillment of that hope there is reasonable assurance, for correspondence schools, which now give instruction in draftsmanship, civil engineering, the languages, and so on, have had remarkable success. To-day they count students by hundreds of thousands. In its original endeavor the University of Wisconsin will receive serious attention, merited by an effort to broaden the masses, prevented, in most cases by circumstances beyond their control, from getting an education in their youth. If the experiment is successful, other state institutions will probably follow its example.

The Power of Initiative

The present activity in the stock market leads one to wonder how Professor Osler would apply his "dead line" theory to the world of finance. If a man "loses the power of initiative after the age of 50," who is doing all these things in the financial industry? It may be said, of course, that the late Russell Sage, while old enough to be the father of all the financial kings, was not himself at the head of the financial world. For the last twenty years he was not a factor in our commercial life beyond being a mere money lender, a Shylock, demanding his pound of flesh, and the blood with it. A compilator of such matters says that James R. Keene, the greatest of market operators ever known, either bull or bear, is 68 years old; J. Pierpont Morgan, commonly acknowledged to be the king of promotion, is 69. Henry Clews, the "Dickens of Wall Street," is 72. Jacob Schiff is 59; Henry H. Rogers is 67; John D. Rockefeller is the same age; William Rockefeller is only four years younger; Henry O. M. Havemeyer is 60; James J. Hill, who has just carried out the great iron ore deal, is 68, while Andrew Carnegie is a year older than Hill. Are all these men mere "have beens" in the great world of finance to-day? Have they "lost the power of initiative"?

Worcester's Good Financial Year

The report of the referee in bankruptcy in Worcester shows that a good year financially was experienced in Worcester and surrounding towns. There were but eighty-five cases referred, which is a smaller number than usual.

Considering the city of Worcester alone, there have been few failures of consequence. Other indications beside bankruptcy petitions also point to the fact that 1906 was a better year than some previous ones for Worcester County cities and towns, in a financial way. A considerable number of these bankruptcy petitions came from Worcester people, but Fitchburg also furnished a

goodly number of them, while the rest came from residents of the towns in the county. Most of them were voluntary petitions in bankruptcy. Worcester County bankruptcy petitions are filed in the Unted States District Court in Boston, and are forthwith referred to Referee in Bankruptcy Charles F. Aldrich of Worcester, who has served as referee in bankruptcy for Worcester County since the national bankruptcy law went into effect eight years ago. One or two of the recent bankruptcy petitioners from Worcester were men who filed the petitions to clean up old business matters dating back ten or a dozen years.

The number of bankruptcy petitions from Worcester County filed each year has varied little since the law went into effect, from 90 to 100 petitions being the average number filed each year, and a great majority of them have been those where the liabilities were comparatively small, and very few of them have been women petitioners. About the largest petition was filed a year or two ago by a Leominster man, who owed something like $175,000.

In the case of petitioners who were in business, receivers were appointed in some of the cases to carry on the business until the selection of a trustee to settle the estate of the bankrupt, and in some of the cases the receiver would later on be the trustee elected or selected to settle the estate of the bankrupt.

The eleven months' record at the registry from Jan. 1 to Dec. 1 shows a falling off in the number of attachments recorded there during this period, the number recorded there during the first eleven months of this year being 714, against 768 for the same period in 1905, and there seems but little doubt that the record in this line for 1906 will show a considerably less number of attachments than for 1905, which is accepted as another indication that 1906 financially in Worcester County was an improvement over 1905.

Discussion of the Living Wage

In a recent issue of the Massachusetts Labor Bureau Bulletin the subject of living wages is taken up. The activities of the bureau cover a wide field. The range of matter includes besides other matter an exhaustive consideration of the "living wage," and a comprehensive assembling of statistics of divorce in this State. Of special interest is the long article on the "Living Wage."

The effort to determine what should be the minimum wage of a wage-earner, with or without a family, is discussed as the figures in the case shed light on it, and while no definite conclusion is reached, it would appear, from the figures given, that if $600 is the minimum on which a man or a man and his family, as Professor John Ryan, John Mitchell and others have said, can decently live, there are very many who do not so live. This may, however, be more apparent than real, for while the percentage of workers receiving this sum or more may seem very small, it is to be borne in mind, of course, that there are usually more than one wage-earner in each family.

Another point is brought forward, though the answer to the query is not made specifically. Is a "living wage" to be determined by the needs of the individual or by the ability of an industry to pay it? In other words, which has the better right to fix the wage, the demand for that which it will bring the recipient, or the possibility of industry to provide these things and leave a margin of profit to the employer? As the Bulletin notes, "If the wages established by the minimum wage boards are carefully examined, it will be seen that in comparatively few instances do the figures indicate a disposition to fix upon what may be called a uniform living wage. Instead of considering the man, attention is given to the industry, for, as is evident, some industries can pay higher wages than others, and as the best thought of these boards is given to the subject, the result would seem to indicate that the fixing of an absolute living wage for all branches of industry is im-

practicable. Professor Ryan's contention, as well as the position taken by the bureau in 1875, is that the man is entitled to the 'living wage'; but the judge and his colleagues in a court of conciliation and arbitration in Australia rule that the man or woman must take what the industry will pay, and leave a profit to the employer. And this is the problem: How can the workers in all industries be paid a living wage unless the surplus in the industries, after paying all bills, will warrant such payment and leave a margin of profit?''

To Discuss Foreign Trade

A big convention is being planned to meet in Washington early in February. The avowed object of this conference is to suggest or discuss measures for the enlargement of trade between the United States and foreign countries. It is stated that all national, state and local organizations interested will have delegates representing these organizations, and the governors of the states have been requested to send ten delegates from the state to the convention. Worcester Board of Trade will send a delegate, and it is expected that it will be the largest gathering of business men that ever has met to consider the foreign trade proposition.

Cornelius N. Bliss is chairman of a special committee having the proposed convention in charge. In a circular issued by the committee the belief is expressed that the government will give its influence to the success of the movement, and that Congress will promptly and adequately respond to any well-supported demand for legislation which may be deemed beneficial to the interests of the country as represented in the convention. The committee states that ''the time is ripe for this movement for the betterment of our relations on business lines with our South American neighbors.'' The circular alludes to the obstacles which have hampered the United States in the development of its foreign commerce, and says that these obstacles should be removed at the earliest possible moment, if we are to attain pre-eminence instead of remaining, as we are, ''in the rear in the struggle with Europe for foreign commercial supremacy.''

If the American consuls are right, American manufacturers and shippers cannot hope to capture the trade of Spanish America until they pay more attention to the customs laws, the shipping and credit practices and the ordinary demands of business in the South American states. If the Washington conference does nothing else, it should bring out that fact in connection with any discussion that may be started regarding the need for shipping subsidies.

Railroads Built in One Year

A condensed report from the Railroad Gazette shows the railroads built in our own country. The report is from the official returns from most of the railroad companies, supplemented by the Gazette's own records and figures furnished by the State Railroad Commissioners. The figures show that approximately 5628 miles of new railroad line have been built in the United States during the year 1906. These figures include 57 miles of new main track relocated, but do not include second, third or fourth track, sidings or electric lines. The increase in the total over last year is 1240 miles, about 28 per cent.

New main track mileage is reported in forty-two states and territories, including Alaska, where 15½ miles of new track were built. Texas leads the list, with track laid on 635 miles, an increase of 297 miles over 1905. South Dakota, which built 116 miles last year, is second this year, with 388 miles. Louisiana is third, with 334 miles, and Nevada is fourth, with 282 miles. The largest decrease reported is in North Dakota, where only 247 miles were built, as compared with 520 miles in 1905. Illinois and Oklahoma territory also each show at least 100 miles less than last year. The largest decrease in 1905 was in Missouri, where 270 miles were built in 1904, only 49 miles in 1905, and 30 in 1906. No new mileage was reported in Connecticut, Delaware, Iowa, Maryland, New Hampshire, Rhode Island or Vermont.

REVIEW OF A MONTH.

THE municipal election of 1906 will go down in the annals of Worcester as being remarkable in at least one respect. For the first time in the history of the city a Democrat was re-elected mayor on a Democratic ticket. The Hon. Charles B. Pratt, it is true, was re-elected mayor after having been elected as a Democrat, but his re-election was on a citizens' ticket. The campaign this year was unusually quiet. It was waged between the candidates of last year, and the verdict of the people was even more decisive than that of 1905. The candidates were Mayor John T. Duggan, Democrat, and Dr. Melvin G. Overlock, Republican. While Mayor Duggan's administration has been open to no vital criticism, his increased plurality this year must be acknowledged to be less an endorsement of the mayor than a repudiation of his opponent. Last year Dr. Duggan's plurality was 1368. This year it was 1913. The total vote cast was larger than that of last year, and Dr. Duggan's vote was increased by 160, while that of his opponent fell off nearly 400. The vote was: Duggan, 10,157; Overlock, 8244; Weiss, Socialist, 210.

Charles H. Hastings, Republican alderman-at-large, was re-elected over his opponent, John Hanigan, Democrat, by a plurality of 2088. Seven other Republican aldermen were elected, and three Democrats will have seats in the upper board of the city government. The Common Council of 1907 will consist of 20 Republicans and 10 Democrats. In joint session the Republicans will have a majority of 15 in a body of 41 members. The School Committee will consist of 21 Republicans and 9 Democrats.

In addition to the municipal election Worcester this year enjoyed the luxury of a special election in the Third Congressional District to fill out the unexpired term in the 59th Congress, to which the late Hon. Rockwood Hoar was elected. The cost to the city was about $5000. The Hon. Charles G. Washburn, member-elect of the 60th Congress, was the only candidate nominated. In the whole district 4627 votes were cast, of which 3152 were cast in Worcester. Mr. Washburn received 4048, and Dr. Melvin G. Overlock had 141, all but four of which were cast in this city. Over one hundred other persons received votes, of whom John Sharrott, a baseball player, received the largest number, 42. There were also 129 blanks.

The annual reports of heads of city departments this year contain some important recommendations, which foreshadow extensive municipal expenditures. City Engineer Frederick A. McClure reports the beginning of work on the development of the Asnebumskit watershed, which is destined in time to provide the principal factor in the city's water supply. During the year part of the headworks and canal intended to divert the main Asnebumskit stream into the Kettle Brook system has been erected. Mr. McClure strongly recommends the replacing of many existing water mains with larger pipes in order to provide against any possible fire emergencies. In this connection he lays stress on the need of a new main from the Tatnuck Brook reservoir, which now furnishes about one-half of the available supply for fire streams. The demands made of late years upon this main have increased very rapidly, and Mr. McClure considers that, in case of a big fire, the pressure might fall seriously below the danger line.

The general condition of the Water Department appears to be good. The draft of water in 1906 was considerably less than in 1905, but despite that fact

the revenues of the department were largely increased, showing that the city is receiving pay for a larger percentage of the water used than ever before. The financial condition of the department is so good that Commissioner George W. Batchelder recommends the purchase of a suitable site for a department headquarters and pipe yard, which, he says, can be paid for out of the revenues of the department without encroachment upon the sums required to be turned into the city treasury and the hands of the Sinking Fund Commissioners. These latter officials report that since Jan. 1, 1905, over $3,500,000, or one third of the city's total funded debt on that date, has been paid off. This is considered a remarkable showing and one that reflects credit upon the services of the commissioners, the Hon. Edward L. Davis, the Hon. Henry A. Marsh and Charles A. Chase.

The report of Street Commissioner George C. Moss recommends new pavements in Grove street, Main street from Stafford street to Gates lane, Canterbury street from Hammond street to Grand street, Trumbull street, Myrtle street from Southbridge to Main street, Spring street, and Salem square west of the car tracks. One significant observation in Mr. Moss' report will probably furnish a problem for serious municipal consideration in the future. The Street Commissioner remarks that the closing of a number of the more accessible public dumps renders it increasingly hard to get rid of the waste and refuse of the public streets, and in a few years it may easily be necessary to ship such matter out of the city in railroad cars, a prospect which may mean no little expense and troublesome negotiation with railroad corporations.

Supt. Henry A. Knight of the Street Lighting Department recommends that about 200 gasoline lamps now burning on a moonlight schedule be placed upon an all-night basis and that arc lights be substituted for Welsbachs in some cases where one arc can be made to replace four Welsbachs. On this basis, Mr. Knight says, a saving to the city can be made. The magnetite arc lamps, of which forty-one have been used as a trial equipment, are approved, and the substitution of more of them for the old type of double carbon arcs is recommended.

Supt. Harrison P. Eddy of the Sewer Department reports considerable increases in the demands made upon the sewage purification plant during the year. More than 5,350,000,000 gallons of sewage were treated during the year. The average daily sewage flow is over 14,000,000. During the year seven new filter beds have been added, making the total number of beds 43. The experimental contact beds installed by order of the City Council in 1904 are reported upon, and it cannot be said that the verdict is favorable to that method of purification. The beds deteriorated rapidly in efficiency and it appeared that not over 500,000 gallons per acre per day could be treated by the contact method, an amount insufficient to make the scheme practicable for use in Worcester.

The estimates of the various city departments for 1907, so far as submitted to the Mayor, indicate no radical increase in municipal expenditures.

Worcester merchants of all classes have this year enjoyed one of the heaviest Christmas trades in the history of Worcester. It was made evident that the Heart of the Commonwealth is enjoying an era of unexampled prosperity. Unusually large sales of every class of merchandise are reported by all branches of business. The Christmas trade, too, was marked by notably sane and discriminating buying. The lesson of early trading is evidently being thoroughly learned by Worcester people to their own great profit and the great gratitification of the merchants. While the aggregate trade of the season equalled and probably surpassed the sales of any previous holiday season, there was a marked absence of the final rush and jam on Christmas eve, that tires the souls of merchants, clerks and purchasers alike. There was active buying of

course till the last store door closed, but the bulk of the trade was over by Saturday night preceding Christmas, and the comparative quiet of Monday evening in the big shops was in gratifying contrast to the scenes approaching riot that have been witnessed in corresponding hours of other seasons. Worcester's holiday trade was hampered to some extent, it is claimed, by the freight congestion prevalent in New England. In Springfield more than 8000 cars were said to be stalled at one time awaiting removal. At present about 2000 cars remain in the Springfield yards. The railroad officials say, however, that the congested conditions all over the country are being slowly but surely overcome. The menace of a coal famine similar to that which exists in the West seems to be of no serious importance. Judging by the existing supply, there will be no coal shortage in Worcester unless heavy storms between now and the middle of January increase the consumption and decrease the facility with which deliveries by rail can be made.

The question of telephone competition has, during the last month, been a subject of much discussion in Worcester.

The Worcester County Home Telephone Company has petitioned the Board of Aldermen for a franchise to operate its lines in Worcester and has been given a hearing before that body. The Home Company, through its counsel, Alexander H. Bullock, professes to be ready to expend at least $1,125,000 in developing an automatic telephone service in Worcester and twice that sum in the development of such service in Worcester County. The question of telephone competition, aside from local conditions, always offers a broad field for argument on both sides. Intelligent and unprejudiced men differ greatly upon the merits of the subject. It is argued, and with reason, by the proponents of independent telephone companies that a lack of competition renders monopolies which are already well entrenched in a community arrogant, exacting and hard to deal with. A company that enjoys a complete monopoly of the public telephone service in a city like Worcester is apt to become too self-satisfied to cater satisfactorily to the wants of the public. Charges of dilatoriness in installing apparatus, neglect in attending to repairs, discourtesy of petty officials and inaccessibility of higher ones, unnecessarily high toll charges and other complaints are frequently heard against telephone companies that have no reason to fear competition. Upon the other hand, the two-telephone system is undeniably confusing and cumbersome. The competing company, if a purely local affair, cannot furnish extensive toll connections. Subscribers practically always find it necessary to have both telephones, if either, and it is often claimed that the reduction in price brought about by competition is not sufficient to make the cost of two telephones as small as that of one under non-competitive conditions. The most serious objection, however, that is urged against independent companies is the claim, frequently backed by experience, that such companies always in the end fall into the hands of the great telephone monopolies and that the original companies then proceed to take out of the subscribers, with interest, all the losses that the competitive experiment has occasioned, including the cost of acquiring, usually at an inflated figure, the stock of the independent companies. All these things are matters for the city government to thresh out before giving a decision on the Home Company's petition.

The New York, New Haven & Hartford Railroad Company has recently completed the purchase of important street railway properties in Rhode Island and Connecticut, which, taken in conjunction with the company's holdings in Massachusetts, make the Consolidated system one of the largest owners of electric railway utilities in the world. The railroad corporation has acquired the stock of the Rhode Island Company and of the Rhode Island

Securities Company, aggregating $35,000,000 in value. The N. Y., N. H. & H. has also secured under what amounts to perpetual lease the Connecticut Railway and Lighting Company, these systems together operating 1350 miles of trolley track in Rhode Island and Connecticut. With the 600 miles of railways owned by the New York, New Haven & Hartford in Massachusetts, the corporation now has possession of 2000 miles of electric railway, valued at $200,000,000, in New England. The Massachusetts holdings include the Worcester Consolidated Street Railway Company, the Worcester & Southbridge, the Worcester & Blackstone Valley, the Worcester & Webster, and practically all the trolley lines west of Palmer. It is said that the Boston & Worcester air line will soon find its way into Consolidated control along with the others.

A meeting of the Worcester Economic Club held on Dec. 21 evoked a discussion of special interest upon the subject of industrial education. The speakers were Mr. L. D. Burlingame of the Brown & Sharpe Company, Providence, R. I.; Frank K. Foster, chairman of the Legislative Committee of the Federation of Labor; Mr. Milton P. Higgins of Worcester, and Prof. Paul H. Hanus of Harvard University, chairman of State Industrial Education Commission. Mr. Burlingame delivered the principal address, in advocacy of a return to the apprenticeship system of training mechanics. Mr. Burlingame discussed the various methods of instruction in vogue, beginning with the simplest home instruction and proceeding through the correspondence school field, industrial training in public schools, technical high schools, manual training schools, such schools as the Germans call "continuation schools," like the Rhode Island School of Design, and finally the engineering colleges. In the course of his remarks Mr. Burlingame said:

"In theory the establishing of strictly trade schools, schools that aim to be substitutes for the apprenticeship system and to turn out journeymen workers, seems an easy solution of this whole problem, the arguments for such schools being that, because work is now so specialized, it does not pay; indeed, that there is not the opportunity to give an all-round training in the shop itself and that, therefore, the school must be made the substitute.

"In practice such schools have, up to the present time, encountered many difficulties and it is commonly acknowledged that manufacturers, at least in the mechanical trades, have felt that they could not get immediate help from graduates of these schools.

"According to the general opinion of manufacturers, none of these schools, no matter how useful and necessary they have proved themselves to be, fill the need of providing skilled workers who can step from the schools into industrial work and at once successfully compete side by side with those who have come up through the shop training.

"In theory, the training of these trade school students should be such that they would be of greater value than their fellow workers, but the verdict of the manufacturers must be taken as conclusive; this opinion is to the effect that there must be a period mutually unsatisfactory extending through months and even years before real help is obtained.

"Earnest efforts are being made to bridge the gap between the schools and the industrial world. A plan, one with which you are, no doubt, all familiar, as it has been urged for many years by one of your representative citizens, Milton P. Higgins. I refer to the half-and-half school and shop plan, by which half of each day of the student's time is spent in the shop doing commercial work, the other half in the school learning the theory of the trade and training the mind.

"The way to add to our force of skilled workers is to make them in our shops by bringing them up through a service of apprenticeship, during which time they do real work and earn enough to support themselves.

"In such cases there should be school training during the service; the more, the better."

DEVELOPMENT OF THE ROLLING MILL.

[This address was recently given before the Worcester Metal Trades Association by Mr. Victor E. Edwards, mechanical engineer for the Morgan Construction Co. It was illustrated and particularly interesting.]

GOLD, silver and copper were the first metals used in the early days of man. These metals are found in pure nuggets. They are malleable and easily melted in a common fire. These qualities made them very easy to shape into implements as desired. Iron, on the contrary, is not found in its metallic form, and requires a fairly high temperature and skill to put it in shape for use. Even under these limitations and difficulties we find iron about as old as history itself. We all know that Tubal-Cain was "an instructor of every artificer in brass and iron."

The early history of iron making is lost in dim antiquity. Cythia has been called "the mother of iron." The Romans and the Scandinavians early developed important industries. A great military forge was erected at Bath, England, in the year 120. The earliest furnaces were erected on hilltops in order to secure the strongest natural blast—the wind. Charcoal was the fuel used for hundreds of years. In the eighteenth century the destruction of the forests of England threatened to prove a national calamity. England then turned to her colonies. An oak vessel could be built at Gloucester or Salem for approximately one half the cost at any port in England, France or Holland. It was not strange, therefore, that before the war more than one-third of the tonnage afloat under the British flag was American built.

For more than fifty years before the Declaration of Independence England was importing relatively large quantities of pig and bar iron from her Western colonies. Nearly 8000 tons were thus imported in 1771.

Few of the present generation know that New England once enjoyed a profitable and extensive iron industry. The iron business started near Lynn in 1643 and spread north and south along the coast, and west to Worcester County, where a furnace was built at Furnace Village before 1773. In 1784 there were seventy-six iron works in Massachusetts. In 1798 the two counties of Plymouth and Bristol had in operation fourteen blast furnaces, six air furnaces, twenty forges, seven rolling and slitting mills, not to mention a number of trip hammers and a great number of nail and smith shops. At North Providence at the same time were a slitting mill, three anchor forges and two nail-cutting machines.

For a period of over a hundred years Massachusetts was the chief seat of iron manufacture on this continent. From Massachusetts the industry moved west and south, and centered for many years about Philadelphia and the Lehigh Valley, but Pittsburg is now so emphatically the heart of the steel industry that few people there know of the existence of any rolling mills east of Philadelphia.

A few years ago I found myself in Pittsburg on the 24th of December, and my wife's Christmas present yet unpurchased. So I went into Wattles' fine store on Fifth Avenue and found just what I wished, except the price, which was more than I had in cash. So drawing a blank check from my pocket I filled it in for the full amount and offered it in payment, much to the surprise of Mr. Wattles, who said they were not in the habit of taking checks from strangers. He asked if I had not some friends in town to whom he could telephone for reference. I replied: "None that I care to have disturbed." "Well," he said, "What is your business?" "If I tell you that, you surely will not credit me," I replied. "Well, try it," said Mr. W. "Our business is to build rolling mills in Massachusetts and sell them in Pittsburg." "That is too improbable

to be fiction," said Mr. Wattles. "I will accept your check."

Worcester is far from the centre of the steel business, but for many years Washburn & Moen were leaders in the production of wire and wire specialties. An engineer with an international reputation, Mr. Chas. H. Morgan, was general superintendent of that company, and by his ability and energy kept them always ahead of the procession. For the last twenty years he has been furnishing special high-class rolling mill machinery to many prominent works located between Colorado and Russia. He has done much in designing and promoting improvements in rolling mill equipment and accessories, and especially in eliminating severe manual labor and replacing intermittent steps by automatic and continuous processes.

Ores. The principal ores used in the United States to-day for the production of steel are located in northern Michigan and yet farther north above Duluth. These ores occur as oxides of iron, containing from 50 to 65 per cent. iron. In the majority of the mines now worked the ore is soft enough to be shoveled directly into the railway cars by means of very powerful steam shovels. A short run by rail brings it to Lake Superior, where the cars run on top of storage docks. With drop bottom cars it takes but a few minutes to drop the entire train load into the pockets. When a steamer comes alongside, it takes but a very short time to fill the holds of the ship by simply opening doors, allowing the ore to run by gravity through guiding spouts. Then comes the long water haul, which, however, is very cheap, only about 75 cents to $1 a ton. Part goes to Chicago, part to Cleveland, Ashtabula, Erie and Buffalo.

On arrival in port enormous mechanical grab buckets are placed at work, and the entire cargo is removed in less than six hours. In a few favorable cases the ore is delivered directly to the blast furnace, but the majority of it is again loaded into open cars, and fully half of it is delivered to the Pittsburg district, where the cars are unloaded by means of a drop bottom or by turning the entire car bottom side up, the same as you would empty a dipper of water.

The ore is dropped into elevated bins, several different kinds of ores generally being used to get the desired chemical mixture. Other bins contain the coke and limestone. Underneath these bins is a small trolley car carrying a large box mounted on scales and handled by one man. Running under the desired bin he will open the peculiar clam-shell valve and secure exactly the weight of ore, limestone or coke he may wish, and run with it to the elevator skip, into which it is dropped. This skip, when it has received the desired mixture, is elevated to the top of the furnace and the charge dropped into the large receiving hopper. The bottom of this hopper is then lowered, dropping the charge into the intermediate air-locking chamber. The upper opening is then closed and the bottom opened, allowing the charge to fall directly into the blast furnace, which is kept almost full.

Blast Furnaces. Blast furnaces are now made about 80 feet in height, and approximately 20 feet in diameter in the largest part. Air is forced in at the bottom under a pressure of 5 to 15 pounds per square inch for supplying oxygen for the combustion of the coke.

At the high temperature produced the limestone fluxes with the impurities, and the carbonic oxide takes the O from the iron oxide, leaving the metallic iron free to settle down below the slag. About once in six hours the furnace is emptied of its finished material by tapping off the slag first. This molten slag is run in a thin sheet into a large water tank. By this treatment it becomes granulated into shot, in which shape it is carried away in flat cars and used for filling as desired.

After the cinder has been removed, another opening lower down is made in the furnace and a powerful stream of sparkling molten iron gushes forth and, by means of clay-lined gutters, is run directly into large ladle cars. As soon as the 100 tons or more of iron has been emptied from the furnace, the locomo-

tive takes the train of four or five ladle cars to the mixer, or to the pig-casting machine. It is surprising how far this molten iron may be carried. In some places it is carried several miles from the furnace to the steel plant.

Mixer. The ladles are elevated, and the molten metal poured into a very large brick-lined receiving tank holding from 200 to 300 tons. This mixer is nothing more or less than a reservoir from which to draw molten iron as desired. Incidentally, it also serves as a mixer and the iron removed is more uniform than the intermittent charges put in, which may vary unexpectedly in the amount of carbon, sulphur, phosphorus and other impurities they may contain.

O. H. Process. From the mixer the molten iron is taken in ladle cars to either the O. H. or Bessemer plant. In the O. H. furnace 20 to 60 tons are reduced at once in the brick tank of the furnace. The charge consists first of a bath of cast iron. Then more or less scrap and iron ore is added. The carbon and silicon are removed by oxidation. Some of the steel is also oxidized, leaving the steel red short. This is remedied by addition of manganese, which has a higher affinity for oxygen than the molten cast-iron. After the uncertain amount of carbon has been burned out of the bath, the desired amount of carbon is added and the whole then withdrawn into a large ladle handled by a crane. From the ladle the metal is emptied into cast-iron ingot moulds mounted on cars. These ingots average approximately 6 feet in length and 18 or 20 inches square at the base, with sufficient taper on the sides to enable them to be readily stripped from the moulds after they are partially cold.

Bessemer Process. The Bessemer process is much simpler and quicker. Eight to ten or fifteen tons of the molten iron is poured into the trunnioned, pear-shaped, brick-lined converting vessel, having a hollow bottom, through which air is forced at a pressure of 25 pounds per square inch through a hundred or more small tuyeres $\frac{3}{8}$ inch or less in diameter. The volume of the covering vessel is approximately ten times the volume of the charge, so that the entire amount can be received when the vessel is lying on its side without any running into the air ports. The air blast is then turned on and the vessel is turned on end, when the air pressure is sufficient to keep the molten iron from passing through the tuyeres. A violent chemical reaction or combustion at once takes place. The air passing through the molten mixture attacks the silicon and carbon, burning them out. The flame grows sharper and brighter, and the roar increases until after perhaps fifteen minutes the flame is extremely sharp and brilliant. Then suddenly the flame shortens and the sound softens, showing that the carbon has been entirely burned out. Then the desired amount of carbon and manganese is added and the whole charge emptied into a ladle by turning the vessel upside down. The charge then goes into ingot moulds placed on cars as before. The trainload of ingots is then run into the furnace-room, where the hot ingots are taken by powerful overhead cranes and placed on end, four to six in a hole, in gas-fired furnaces called soaking pits.

Only enough fuel is used in these pits to make up the radiation losses. The ingots thus cool very slowly, and much time is required on account of their large size to allow the temperature to become uniform all the way through. The ingots are then, one at a time, removed from the furnace and placed in a small buggy, which, by means of an electric motor, is driven to the roll tables of the blooming mill.

Blooming Mill. The present favorite blooming mill consists of a pair of grooved rolls held in heavy housings and driven by means of a powerful reversing engine. The mills recently put in have rolls approximately 40 inches in diameter by 8 feet long, driven by means of direct-connected engines having two cylinders approximately 55 inches in diameter by 60-inch stroke, using a steam pressure of say 140 pounds per square inch.

On either side of the lower rolls are

massive roll tables for supporting and controlling the ingot while being passed back and forth between the rolls. The ingot is given two passes through the first groove, when it is turned 90 degrees and given four passes in the same groove, the rolls being screwed closer and closer together at each pass. The ingot is then turned 90 degrees and carried to the next groove, where it is reduced until its thickness is somewhat less than its width, when it is again turned 90 degrees and given more reductions in the same groove, this process being repeated in the following grooves until it has reached the desired section, when it is carried by the roller tables to the shear, where it is cut up into lengths as desired and the severed pieces are pushed broadside and dropped into a narrow-gauge car, which is then run out under a yard crane, where, after cooling, they are loaded onto cars for shipment to the finishing mills.

In working for the ordinary commercial requirements it is found that the total cost of production is a minimum when ingots are used weighing from 2 to 3 tons. These ingots it is not found practicable to reduce smaller than 4 inches on the large blooming mill necessary to make the first few passes. If smaller billets are desired, the long billet, instead of being cut up when having a section of 16 to 30 square inches, has only the bad ends or crops removed, and the whole piece is then delivered hot to the billet mill.

Billet Mill. The continuous billet mill consists of several pairs of rolls placed tandem, each pair of rolls running faster than the pair behind it, all driven by train of bevel gearing from a powerful engine. The ingot, when rolled to 1½ inches square, becomes a billet from 600 to 800 feet long. Few steel plant yards can afford room for the reception of such a long billet, and to avoid this it became necessary to provide shears for cutting up the metal while yet emerging from the finishing pass.

Flying Shears. The shear for doing this work has been nicknamed the "flying shear," from the fact of the shear starting up and moving suddenly with the bar while cutting it. The motions of the shear are controlled by means of a trigger placed 30 feet away from the shear knife, providing the billets are being cut into 30-foot lengths. The steady stream of oncoming billets is carried away by means of roller tables and assembled neatly side by side on the assembling table.

Skew Table. The assembling table for receiving these billets consists of eight rollers about 10 inches in diameter by 6 feet long, set at an angle of 75 degrees with the line of the oncoming billets. The billets, on reaching this table, are carried both longitudinally and broadside, their end motion being limited by means of an end stop, and their broadside motion by their working up against a straight-edge placed along one end of the rolls. After the whole ingot has been thus automatically assembled on this bed, the straight-edge, by means of ropes attached to electrically driven drums, pushes the entire bunch far out on the gridiron surface technically known as a "hot bed" or "cooling bed."

Cooling Bed. After they have become cool enough to acquire some rigidity, another pair of electrically driven drums connected to small carriages underneath the cooling bed, push the billets over the end of the bed and directly onto cars just beyond and below. The billets are then taken to the finishing mills.

Special Mills. Of course there are many special mills. One of the most interesting of special mills was recently installed at Chicago, for the Grand Crossing Tack Company. Their problem was to secure about 150 tons of 1¾-inch billets per 24 hours without going to the enormous expense involved in a regular steel plant which would have a capacity of 1000 to 2000 tons per day. In this mill the weight of the ingot used is two tons, its size 16 by 18½ inches at butt and 6 feet long. The rolls were made as small as possible and a high speed, three-crank German engine was imported in order to work the mill as

rapidly and smoothly as possible. The ingot was reduced to a section approximately 4 inches square in the usual method, the end cropped, and then began the special part of the work, which consisted in guiding it after each pass completely around one of the housings by means of a series of 360-degree repeaters, thus making four consecutive passes continuously. From the last pass the metal ran out through a 180-degree repeater and onto a long table runway leading to the shears, placed some 600 feet away.

This mill gave instant and complete satisfaction and has been carefully examined by many visitors from all parts of the steel world.

Finishing Mills, Billet Storage. The billets are unloaded from the cars by means of chain slings and a double-lift electric crane. For storage the bundle is lowered to the ground and the chains left, on leaving the steel, piled in bundles, much as bundles of laths would be piled. This makes the cheapest method of handling bundles in and out of storage we have ever seen. Any desired bundle is picked up by the crane and placed on an elevated table and the chains removed. The billets are then rolled over by a man with a small wrench onto a small electrically-driven roller table and mechanically charged into the cool end of a continous heating furnace.

Heating Furnace. A series of pusher bars working through the back end of the furnace pushes this billet a short distance toward the hot end of the furnace. Another billet is run into the furnace and the pusher bars again operated, pushing this billet and one ahead of it a short distance. This continues until the whole bed is filled with metal, when the billet first charged has reached the hot zone of the furnace, from which it is pushed endwise mechanically by means of a push bar applied to the rear end of the billet. It requires to be pushed but a short distance before the opposite end of the billet is engaged by the first pair of rolls of the rolling mill.

Gas Producers. A vital accessory of the furnace is the gas producer. With a direct coal fire there are many limitations: the chief objection is the melting of impurities by a hot fire forming excessive clinker, and the time lost in cleaning fires.

The function of a gas producer is to distill off the volatile hydrocarbons and to burn the coal only partially to CO, thus securing a gaseous fuel which can be readily conveyed, distributed and controlled.

A deep fire is essential so that any CO_2 first formed by combustion shall pass through a bed of cooler coal and pick up extra C, so that CO only shall go off with the hydrocarbons. In actual practice only about 4 per cent. of the gas is CO_2.

Rod Mill. If the material is to be finished into the form of wire rods, the advancing billet goes straight on through the consecutive pairs of tandem rolls, each running faster than its predecessor until it leaves the last pair at a speed of approximately 30 miles per hour with a diameter of about 1-5 of an inch. The finished rod is conducted from the finishing rolls to the automatic reels through a 1¼-inch pipe.

Rod Reels. There are only two types of rod reels in use and both were invented in Worcester. First, the pouring type, which was developed and used by Washburn & Moen, in which the wire runs like a stream of water pouring into a revolving tub. After the entire rod has run into the tub the reel is stopped and the coil removed, when the reel is started and ready to receive the following rod.

The other, or laying reel, was not at first considered as satisfactory as the pouring reel, because it would put a complete twist in the rod, and this would render it positively impracticable for the drawing of square material, but our Western friends immediately adopted this type and the twist was found to be an advantage rather than a disadvantage in round rods for wire drawing.

Merchant Mills. In wire rod rolling, a mill will work week after week turning out only one size of finished rod, and everything can be specialized to

that end so that wire rod 1-5 of an inch in diameter can be made cheaper than merchant bars 1 inch in diameter.

For merchant work provision must be made to get any and all sizes desired with extreme exactness of section and with provision made for changing sizes quickly and without undue cost. The pure continuous mill is not as flexible in this respect as the old hand mill, so that it seems desirable to finish merchant bars largely by hand. An improvement on this form of finishing mill was installed for Jones & Laughlin Steel Company, a few years ago, in whch the partially reduced billet was delivered by means of long radius repeaters to the different finishing passes arranged with the rolls all in one plane. By this means complete independence of each reduction was secured, together with automatic delivery from pass to pass, the loop resulting from the reduction being permitted to jump out of the repeater trough and run out on the floor. This mill was such a complete success that the Carnegie Company immediately ordered a duplicate. This mill receives 30 foot billets from 2½ to 4 inches square and delivers finished material from ⅞ inch in diameter to 1 by 4 inch flats. The rolls in this mill are all 13 inches in diameter.

For rolling lighter sections smaller billets are used, 1¾ and 2 inches square. These are heated in the same kind of a furnace, passed through four stands of 10-inch continuous roughing, then caught by hand and passed successively between six pairs of finishing rolls, each pair of rolls having a faster surface speed than its predecessor, so that under average reductions the loops do not grow longer while the metal is being operated on. By this means one great advantage is obtained over any other type of mill. The object to be obtained is a finished bar of as absolute uniformity as possible.

The stresses in the rolling mill are very severe and the resulting strains are very appreciable. The stresses and strains increase rapidly as the temperature of the steel decreases, so that it is impossible to secure a uniform section unless the temperature be uniform. If we can secure conditions whereby the last end of the bar shall be exposed the same number of seconds in passing from the furnace to the finishing pass as the first end, then shall we have removed all our trouble due to the cooling involved in passing the long piece through the finishing pass, and then there is no limitation to the length of piece that can be finished with satisfactory uniformity.

Cooling Beds. On the first merchant mill we sold we stopped short at the finishing rolls, as we did not feel warranted in attempting to instruct old veterans in the handling and shearing of material. The first week the mill ran they produced so much material that they were unable to handle it and keep it out of the way on the old floor system of handling. We then received a blanket order to supply appliances for mechanically handling and shearing the product of the mill. This resulted in the development of the gravity cooling bed. This bed consists of a combination of the following parts: 1. An elevated roll table for carrying the finished bar. 2. Means for stopping the bar. 3. Means for removing this bar broadside onto the cooling section. 4. Means for straightening the bar by slightly stretching it. 5. Means for letting the bar work slowly down the bed from stop to stop and keep it straight while doing so. 6. Means at the bottom of the slope for assembling a number of the cool bars and later pushing them broadside onto the shear table. 7. A long shear table, motor driven, for advancing the parallel bars endwise to the shear, where they are cut to exact lengths, 5 to 20 at a time. These beds have been made as long as 450 feet.

Shear. The shear used is a powerful motor-driven shear provided with an elaborate and quickly adjustable end gauge for shearing the bars exactly to any desired length. The severed bars are then pushed broadside into receiving pockets mounted on scales. Here the finished material is weighed. The metal is then bundled in either large or

small bundles and loaded in the cars by means of an electric crane.

Hoop Mills. In rolling hoop the furnace and the first part of the continuous mill is the same as the rod mill. The last part uses tongue and groove passes in two stands and two stands of plain smooth rolls for finishing. From the finishing rolls the thin hoop is carried in a curved trough and turned up on edge by the time it reaches the vibrator. This vibrator is a short vibrating trough through which the hoop runs freely and is delivered onto an advancing apron. The oscillating movement of the vibrating guide pulls the hoop in a series of over-lapping waves. The object of doing this is to get it air cooled without injuring the beautiful blue finish which it acquires by air cooling at the given temperature. At the far end of the apron a boy picks up the free end and hooks it over the core of a reel which winds up the entire piece, which may be 1000 or even 2000 feet long, into a compact coil. This coil is returned on a slow moving conveyor to give it full time to cool. It is then removed and placed on an unwinding reel and the hoop fed through rotary flying shears, which straighten and cut the hoop to any desired length.

Cotton Tie. Cotton tie is rolled on the same mill and in the same manner, the only difference being in the long length of 11 feet 6 inches, which is folded over once and bound. The bundle is then passed through a bath of tar paint and after drying is ready for shipment.

Types of Mills. Two-High Mills. There are several distinct types of mill in use. The oldest and simplest is the two-high mill. The two-high mill, as its name indicates, consists of two rolls, one above the other, with the necks held in bearings contained in massive housings. The earliest two-high mill was connected with a fly wheel to take care of the intermittent work and ran always in one direction, the work passing back over the top roll to be again inserted as before. This type is yet used exclusively for thin wide sheets and tin plate.

For blooming mills the two-high type is a general favorite because of its simplicity, but it is driven by reversing engines so as to pass the material back and forth on the same plane instead of losing time by passing it empty over the top. The rolls are, of course, made so that the distance between them may be instantly adjusted by the man in charge.

Three-High Mills. The three-high mill consists of three rolls. one above the other, with passes between each two whereby the rolls may be run continuously in one direction and the piece be worked back and forth by being passed alternately above and below the middle roll. The principal advantage in this is that it permits the use of a fly wheel engine, which works much more economically than a reversing mill engine. A serious objection to the use of the three-high mill is its lack of rigidity due to the difficulty of supporting the middle roll against the alternate upward and downward stress, as the necks must be small to permit the placing of generous carriers, the whole combination being necessarily light and springy.

Rolls. It is obvious that the strains on the rolls is very severe and that the quality of material used in them is an important matter.

Three kinds of rolls are in common use: steel, hard charcoal, cast iron and chilled charcoal cast iron.

The steel rolls were formerly forgings, but are now almost exclusively made from O. H. steel castings made quite hard and containing from 60 to 90 per cent. carbon. Rolls made of soft steel wear out with extreme rapidity, but if made high in carbon and manganese, they will wear nearly as well as sand rolls and are much stronger.

Sand rolls are cast-iron rolls made in a dry sand mould from a high grade of coal blast charcoal iron. This makes a very close-grained, tough and strong iron, which will stand vastly more punishment as a roll than ordinary cast iron.

Chilled rolls are made from iron almost identical with that used in sand rolls excepting only that the body is cast

inside of a thick iron mould which instantly cools the molden iron. This instantaneous cooling does not permit time for the graphitic carbon to crystallize. A piece of tool steel is hardened in the same way. A properly made chilled roll is exceptionally hard and stronger than would be expected.

Roll Lathes. For the turning of these rolls special lathes are required particularly for the chilled rolls which cannot be touched with a file or turned in any ordinary lathe. The necks of the rolls are not chilled and these may be turned up in an ordinary lathe. The roll is then placed in a special lathe, where it turns on its own bearings instead of on centers. The tool post, or piano rest as it is technically called, is a massive slab of cast iron to which a broad faced tool is clamped as it would be to a planer bed. The roll is turned at a very slow speed, approximately five feet per minute. The tool is forced broadside onto the metal, taking a wide cut and crushing off the hard chilled iron into a web of crystalline needles. A skilled workman will turn rolls very true and leave them very smooth.

Passes. In the old days the only known method of working the metal was between a hammer and anvil. The first improvement over the hammer was the use of plain cylindrical rolls for squeezing the puddled bloom down into a sheet of desired thickness. Where the finished section desired was anything but a sheet, it had to be cut up and reforged. The next great improvement was the use of grooved rolls.

Kinds of Passes. There are many different kinds of passes, each of which gives excellent satisfaction for some special line of work.

1st is the open pass, which consists of simple rectangular grooves cut in the rolls whereby the metal is treated first in one pass and then in another, being turned 90 degrees between each two passes.

2d. Diamond. This is a general favorite form of pass for working down by hand from billets or blooms to finished squares or rounds.

3rd. Rounds. These passes are clearly indicated by their name and are used for finishing round sections. When used on the old mills where the material is passed back and forth by hand, these passes have the sides cut away quite a little so that several passes through the same groove are necessary to get the round approximately true, but by making several passes in the same groove very close accuracy is secured. In "guide mill" a bar distinctly oval in section is presented to the finishing round pass, which is almost a perfectly true circle and only one pass is given through this groove, the metal being kept from turning down by means of closely confining side guides. In "hand rolling" the bar is kept from turning down by the roller firmly gripping it at its rear end with his tongs and walking up as the bar is rolled.

4th. Squares and ovals. This is a system of passes in most common use for making the greatest possible reduction in section in a given time or in a given number of passes, which means the same thing.

5th. Tongue and Groove Passes. These passes, as the name implies, consist of a deep groove in one roll and an interlocking tongue in the opposite roll, the two completely enclosing the section to be rolled so that it is sometimes known as a closed pass. In plain tongue and groove passes there is a beveled fillet in the bottom of the first passes, while the finishing pass is generally sharp cornered.

Side Spread. If a short cylindrical bar of lead be squeezed between two flat surfaces, it will necessarily spread sidewise and will spread equally in all directions. If, however, it is squeezed between two cylindrical rolls it is obvious that the metal will flow much more freely at right angles to the axes than parallel with them. This is the principle that renders it possible to elongate metal by passing it between rollers. If the rollers are very large in diameter with relation to the size of the bar passing through, the conditions would be ap-

proximately those we first cited and the side spread would nearly equal the elongation. If the rolls are small the side spread is small in relation to the elongation. Hence it is desirable to keep the rolls as small as practicable up to the limit of strength or to the point where the rolls will refuse to bite the large reduction offered. Incidentally the power required to reduce the metal is also very much less with the small than with the large roll. The amount of side spread cannot be definitely formulated, as there are so many variables that would enter into the equation.

1st. The size of the roll in relation to the size of the pass.

2d. The percentage of reduction.

3d. The temperature of the steel.

4th. The shape of the groove.

Hence, in order to design satisfactory passes for any given work it is necessary to have extensive experience in at least approximately similar lines in order to secure satisfactory results. It will now be obivous that the reason why the square and oval system of reduction enables us to take heavier sections than any other. By reference to the diagram of superimposed squares and ovals, you will note that a larger amount of side spread is provided for than in any other way.

Pitch Diameter. The pitch diameter of any given pass in any given roll is also somewhat indefinite, depending on the same variables as the side spread and also on the roughness of the surface of the groove. At first thought one would think that the velocity of a thin flat issuing from between the rolls would be the same or slower than the surface speed of the rolls, but thin hoop comes from the finishing rolls at a speed fully 10 per cent. faster than the speed of the rolls. The reason for this will be at once apparent if a sketch be made showing a pair of rolls operating on a thin flat. If the reduction was 50 per cent., it would be obvious that if the rolls did not slip at the point of first biting the metal, the speed of delivery would be twice the speed of the rolls. . If there were no slipping directly on the line of centers, the speed of the metal would be exactly the speed of the rolls. Hence the actual speed must be at some intermediate point.

Henry Cort. The rolling of plates and sheets extends back into dim antiquity; the rolling of metal in grooved rolls is quite modern. It is established beyond all doubt that the credit of the invention of grooved rolls is due to an Englishman by name of Henry Cort. By sacrificing his own fortune he developed two important processes. He was the first to puddle iron successfully, using coal as a fuel. Before his time all iron had been made by the use of charcoal. Second, he first rolled iron in grooved rolls, thereby getting the shapes desired quickly and at a nominal expense compared with the previous method of forging. His patent of rolling in grooved rolls was taken out in 1783, soon after Watt's valuable improvements in the steam engine. Watt became justly famous, but what became of Cort?

Cort suffered even worse than the average inventor, as his property was confiscated by one of the state officers, and Cort and his family were left in poverty. The affair was so extremely discreditable to the national government of England that although the importance, merits and title of Cort to appreciation were unquestioned by the press and the engineering societies in general, little has yet been publicly done in appreciation of the debt that England and the world owe to Cort.

Only recently a broad-minded American engineer has forwarded bronze memorial tablets to the Church at Lancaster, in which town Cort was born, and to the Church of Hampstead, at which place he was buried.

WORCESTER BOARD OF TRADE.

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The Worcester Board of Trade wants to keep on file at the Secretary's office a complete list of places where floor space can be secured for manufacturing and business purposes. There are calls made every day for such information. The Secretary would appreciate it if every owner of a building in Worcester used for manufacturing or mercantile business would furnish particulars of what he has for renting purposes, and if land-owners would also file a list of available building sites. State owner, location, whether store or factory, amount of floor space, amount of power available and approximate rental. If it is land for manufacturing purposes, state owner, location, number of square feet, general dimensions, any building thereon; if so, give floor space, number stories, brick or wood, power plant with horse power, and purposes last used. Also give name of railroad near it and sidetrack facilities. Give price that can be used as basis of negotiation.

This information is for the use of the Secretary, and is not to be used for any purpose except to locate new or present business interests. No compensation is to be asked for any lease or rental that may be brought about by the Board of Trade.

Historical.—The first recorded death in Worcester was Rachel Killough, daughter of John and Jean Killough, Dec. 15, 1717.

December 16, 1870, the gas works exploded, resulting in the death of Mayor James Blake. He was superintendent of the works and went into the purifying room with a lighted lantern to inspect some repairs. There was a public funeral in Mechanics Hall Dec. 22.

The Worcester & Nashua Railroad was opened Dec. 18, 1848.

The first exercise of the veto power by a mayor was Dec. 23, 1873, when Mayor Clark Jillson vetoed an order authorizinz the laying out of a new street over Elm Park.

The Free Public Library was established by ordinance Dec. 23, 1859.

December 24, 1824, "Hancock Arms," or the Butman Tavern, was burned.

Ichabod Washburn, founder of the present extensive works of the American Steel & Wire Company in Worcester, died Dec. 30, 1868.

January 1, 1848, the Friends' meeting-house on Oxford Street was opened.

January 1, 1859, the engine-house on Pleasant Street was wrecked by a gas explosion.

President William A. Lytle, Pliny W. Wood, chairman of the Insurance Committee, and Mr. Alfred S. Lowell, represented Worcester Board of Trade at a meeting at the American House, Boston, last month, when prominent business men from various cities in the State assembled to discuss fire insurance rates and conditions, the meeting having been arranged by the Holyoke Business Men's Association.

Worcester's newest hotel, the New Warren on Front Street, was opened to the public last month. It is up to date in every particular.

One of the newest Worcester industries is the Corn Crystal Company, which is to manufacture a food product on Beacon Street.

THE WORCESTER MAGAZINE

Vol. X. FEBRUARY--1907 No. 2.

Magazine and Municipal Comment.
New Electrical Engineering Building at Polytechnic Institute.
Modern Socialism.
Review of a Month.
Board of Trade Notes.

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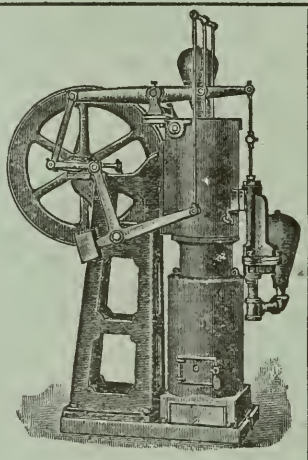

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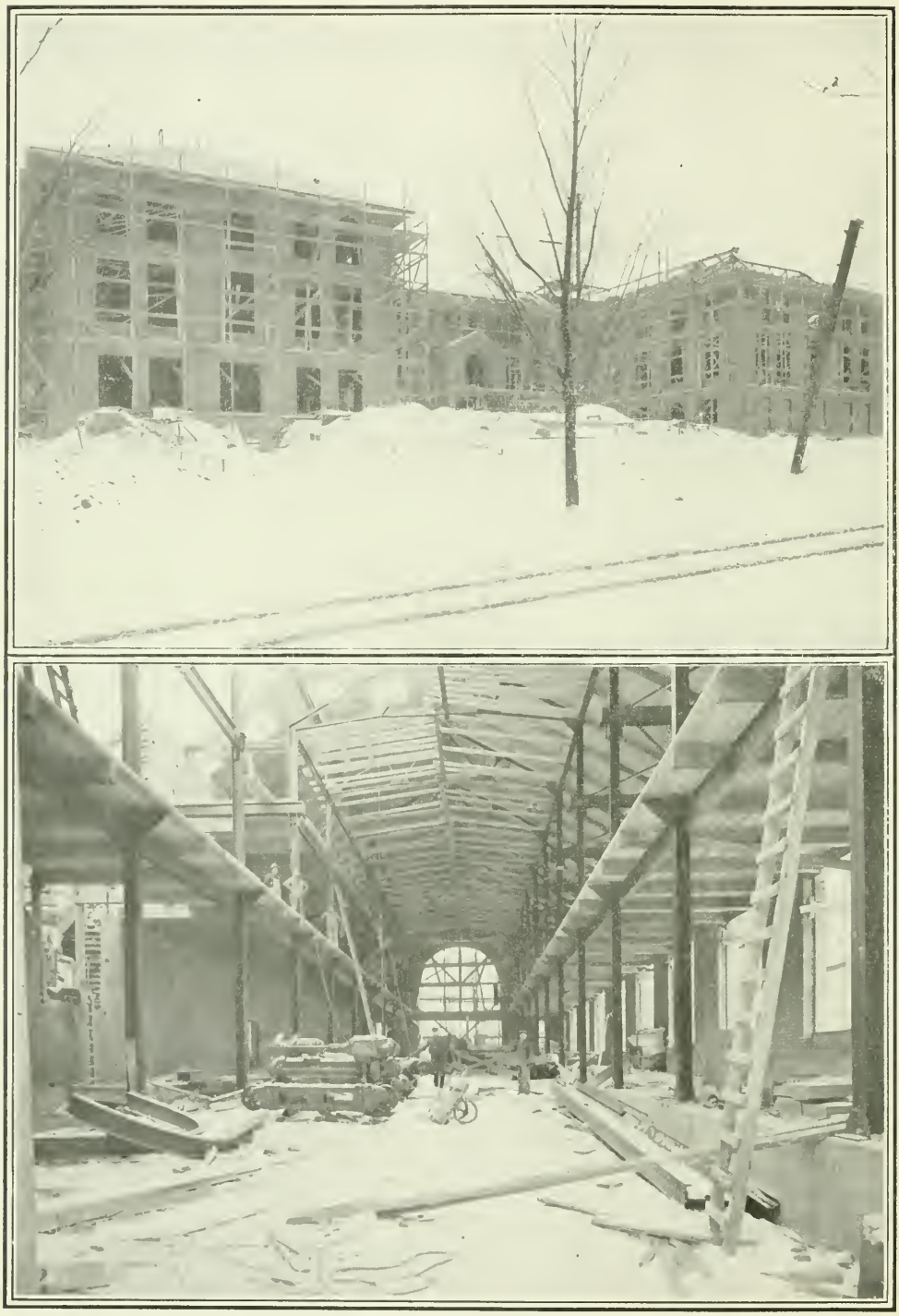

ELECTRICAL ENGINEERING BUILDING, WORCESTER POLYTECHNIC INSTITUTE.

The Worcester Magazine.

VOL. X. FEBRUARY, 1907. NO. 2.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

Guests of Board of Trade Banquet

The annual banquet of Worcester Board of Trade takes place Thursday night, April 25th, in Mechanics Hall. The principal speakers will be Hon. Joseph G. Cannon, speaker of the National House of Representatives, and Hon. John Barrett, director of the International Bureau of the American Republic. Speaker Cannon, who has for so many years represented the Seventeenth Congressional District of Illinois, his home being in Danville, is one of the most prominent personages in the public eye to-day. Mr. Barrett, who is an old Worcester Academy graduate, was formerly Minister to Siam, and now is at the head of a bureau which has for its purpose the betterment of the trade of the United States with the South American countries, will receive from Worcester people a cordial reception, coming back as he does to the scenes of his earlier life. It is quite likely that the Worcester Academy, through its principal, will make some special provision for his reception, he being one of their most illustrious alumni. "Uncle Joe" Cannon, as he is familiarly called, will make his first visit to Worcester, and the reception that will be accorded him will be as enthusiastic and as brilliant as that given Secretary of War William H. Taft two years ago. The Illinois congressman just now appears on the political horizon of unusual dimensions as a presidential candidate. At the recent convention in Washington, for the extension of foreign trade, both Speaker Cannon and Mr. Barrett took prominent part in the discussion, the latter at the convention and the former at the banquet, at which President Roosevelt was the principal speaker. President William A. Lytle of the Board of Trade, who attended the convention as a delegate from Worcester, secured for the annual banquet of the organization these two prominent speakers, and it is not necessary to state that it was after considerable effort and much argument, as officials of this prominence have very little time for engagements other than those directly concerned with their official duties. President Lytle is to be congratulated on securing for the banquet Speaker Cannon and Mr. Barrett, as it will place this annual event on the same high plane of former years. The Worcester Board of Trade has brought to this city many speakers of national prominence and has done more than its part in giving the manufacturers and business men of this city opportunity to hear sound logic from the great minds of the nation.

Worcester's Golden Jubilee

Worcester takes just pride in the announcement that the Worcester County Musical Association has started plans for the golden jubilee festival in the early fall. The fiftieth annual festival places Worcester in a musical niche all by itself. It is the only city in the world where an annual festival has been maintained for fifty consecutive years, and is the pioneer in this country of musical festivals. The only other city to be named with Worcester is Cincinnati, where a musical festival has been given biennially for many years, and where the highest order of music always has been maintained. The Worcester Festival never has lowered the standard set by its founders, and nowhere has oratorio been given more artistically than in Mechanics Hall, the home of the Worcester institution.

It is the intention of the board of management to have prepared during the coming season an historical sketch, covering the fifty years of Worcester festivals. The President of the Association, Mr. Paul B. Morgan, has made a request of all friends of the festival to contribute to the Association any early programmes, announcements, photographs, programme books, or other literature or announcement of an historical nature, that they may be preserved and the most valuable of them be made a permanent exhibit in the Mechanics Hall building, where the Association maintains its rooms. It is probable that some extra feature will be introduced into the fiftieth festival as a golden jubilee feature. Already one innovation has been announced, that of the initial presentation of Mr. Frederick S. Converse's work, "Job, a Dramatic Poem." This is written by Mr. Converse of Boston for the Worcester Festival, and will be a feature of the fiftieth festival programme. The work is founded on the book of Job and the Psalms, is for solo voices, chorus and orchestra, and the text of the poem consists of passages from the Bible grouped to form a short poetical unit. The text has been arranged from the Vulgate—the Latin version of the Bible—with the assistance of Prof. John Hayes Gardiner of Harvard University, and an English translation has been made by John Albert Macy.

As a Worcester institution, one that is known the world over, this Association should receive the most liberal consideration from the people who desire to maintain over the world the high reputation the city now enjoys.

No Police or Fire Commissioners

The Committee on Ordinances from the City Council does not believe in any radical changes. It is satisfied to let well enough alone, and a few orders introduced by one of the retiring aldermen last year have been permanently wiped from the calendar. Orders providing for a police commission, a fire commission, a longer term of office for the Mayor, and the tenure of office of the chief of police have been disposed of. The fire and police commission ordinances were immediately sidetracked. The committee would have not of it. The management of these two important departments are considered to be in good enough hands, and the committee sees no reason—certainly not at the present time—for conducting these departments by a one, two or three-headed commission. On the order for making the term of Mayor for two years instead of one, there was considerable opposition to the two-year proposition, but in order that more light may be shed on the order it was allowed to receive a little further consideration.

At the time Chief of Police William J. E. Stone took the office, the City Council passed an ordinance making the tenure of office life. This went through the City Council at the time without the slightest opposition. Since his death the City Council is not so certain about the wisdom of such an ordinance, and the Committee on Ordinances has recommended to the City Council that the ordinance be changed so that the chief and deputy chief of police shall be appointed for five years.

Motoring in a Better Light

It is said that Massachusetts and New York are conspicuously at the front this year in the movement to put motoring in a better light before the general public, through a conscientious warfare by motorists themselves against reckless motorists, and an insistence that the automobile laws be enforced and respected. In Massachusetts there is a notable attempt made to get drastic laws on the statute books looking towards the better control of chauffeurs and others who might be inclined to think they own the road. The bill providing for a fine of $100, to be imposed on any persons operating an automobile who shall refuse to stop and give information and render assistance in the event of an accident, due to the operator, on the highway, is a case in point. This programme will do much to earn for the motorist fair consideration.

There has been a clearly evident animosity to motorists, and this has been, in considerable degree, the fault of a very few of the motorists themselves. What is happening now is merely the asserting of their power by the decent element—which is the great majority. There is no more reason why there should be a prejudice against motorists than there is why there should be a feeling against drivers of horses. The highways are big enough for both, with fair consideration on each side for the rights of all.

Boston & Albany Train Service

The directors of the Worcester Board of Trade a short time ago gave consideration to the complaints from the members of the train service of the Boston & Albany Railroad. This matter was referred to the Committee on Railroads and Transportation, of which Mr. H. W. Goddard is chairman, and after investigation the report was made, copies of which were sent to the Railroad Commissioners and Vice-president VanEtten of the New York Central Railroad. Both the commissioners and Mr. VanEtten, in acknowledging receipt of the report, said that the temporary inconvenience to the public was being remedied as rapidly as possible, considering the enormous amount of business which the railroads are called upon at this time to do. The complaint from the Board of Trade was in common with other commercial organizations throughout the State, and also from sources of private nature. The report of the Committee on Transportation in part is as follows:

It did not feel sure whether the railroad was suffering from bad management or was the victim of circumstances, by having an unprecedented amount of freight thrust upon them unexpectedly. After studying the matter and reading the complaints from other points on the line of the Boston & Albany Railroad, it cannot help coming to the conclusion that the management must be at fault to a greater or less extent.

In the first place, for years past they have not increased their facilities for handling the freight end of their business anywhere nearly as much as the natural growth or increase of business would warrant, or in fact demand. The freight-house in Worcester is no larger or better equipped than it was five, and we do not know but ten years ago, when the amount of business done was probably 30 per cent. less. They have not increased their rolling stock, either in locomotives or cars, sufficient to transport their increased freight, but are trying to take care of the increase with old facilities. For instance, one switching locomotive and crew is supposed to give its entire time to what is called the New Worcester business, from Hammond Street to Jamesville.

There are eleven large concerns in this distance and there is ample work to keep the switcher more than busy. For the past few months this switcher, however, has been taken away much of the time and run on the main line, so that some weeks these manufacturers were only served once every other day, or four times a week, instead of once or twice a day as they should be, and must be, to take care of their business. This feature is only one of many.

There has been a blockade of freight in Worcester that has been of the great-

est inconvenience. Loaded cars have been kept in some cases more than two weeks in the Worcester freight yard before delivering, and it has taken ten days to transfer cars from one road to another.

To add to the aggravating features of these delays and the unfairness of the roads, they have changed their rule of allowing ninety-six hours to unload cars to seventy-two hours.

While the railroad can keep a car belonging to a shipper an indefinite time with no redress, and will keep it two and three weeks when circumstances make it desirable, they charge you demurrage if you keep a car over three days.

It has found that freight trains are sent out from Worcester, west, with an unreasonable number of cars, a number that the officials cannot possibly help knowing is a physical impossibility to haul over the Charlton grade and make anywhere near schedule time. Consequently instead of getting to Springfield in three hours, trains have taken eight or ten hours, with consequent total disarrangement of passenger schedule. This goes on day after day, and would not be tolerated in any other kind of business. Trains have been stalled at Rochdale, and locomotives forced to go to Charlton for water, leaving the track blockaded two hours, simply because they were trying to do more than the locomotives were able. It is no different from trying to haul a four-horse load with a pair of horses.

It is not for a layman to say how to run a railroad, but some of the recent workings of the Boston & Albany Railroad are incomprehensible, even to the railroad employees. These men are very averse to talking much, but some of them have done a little of it. They are necessarily over-worked, for they must stay by their train even if it is ten hours behind time, and it is told on one employee that he worked sixty-seven hours overtime in a single week.

About the passenger service there is more general complaint than over the freight, because more individual people are discommoded. It is a notorious fact that for several months a train that was on time was an exception. Your committee on Dec. 15, last, kept an accurate account of all the Boston & Albany trains from 7 a.m. to 6 p.m.

Of the eleven east-bound trains passing through Worcester, two only were on time, both from New York. The other nine were respectively seven minutes, fifteen minutes, twenty-one minutes, twenty-three minutes, thirty-nine minutes, forty-six minutes, fifty-seven minutes, one hour and seventeen minutes, and one hour and fifty-seven minutes late.

Of the fourteen trains from Boston, not a single one was on time, but ranged from five minutes to twenty-five minutes late, four of them being over twenty minutes. This was not an exceptional day, but probably better than the average has been.

Through the kindness of one of its members, the committee has a record of train No. 6, every day from October 1st to Nov. 17th. This is a very important train for Worcester people. It is due to leave for Boston at 12.55 p.m. It is important because it is the first opportunity of getting to Boston since 10.20 a.m., two and one-half hours before.

Train No. 6 for the seven weeks referred to was on time only three days. It ranged from three minutes to one hour and twenty-seven minutes late, averaging in all that time thirty-one minutes and a fraction. That it did not improve later on is shown by our record of Dec. 15th, when it was one hour and seventeen minutes late.

Three of the days in question, the train was so hopelessly behind that a special was made up at Springfield to take its place.

Many Worcester people use the 7.54 morning train, daily, which should be in Boston at nine o'clock, but day after day it loses time and cannot be depended on. When this train is late, it is particularly aggravating to have it stop at the three little Wellesley stations to accommodate perhaps half a dozen people who are better served with local trains than is Worcester. Such service hurts Worcester.

James J. Hill of the Great Northern Railroad says that the country should be prepared to expend $1,100,000,000 a year for five years on construction of railways. He says that the present lines are used to their greatest capacity, and that terminals and tracks would furnish the only means to overcome the present great congestion of business. Says President Hill: "The business of the United States is to-day so congested that from every portion of the country arises clamor for relief. The railroads everywhere are taxed beyond their power. The people of the United States, therefore, are face to face with the greatest business problem that has ever threatened the nation. During recent years the volume of business has increased, and is increasing with extraordinary rapidity, while the necessary additional trackage and terminals have not been equal to the demands upon them. The resulting situation is a freight blockade of enormous proportions, especially at all terminal points.

Should Spend Billions in Railways

"How to remedy this is a problem, financial, mechanical, and physical. No time should be lost in applying such measures of remedy as may be possible, and the first step toward this is to reach a proper understanding of actually existing conditions. Figures compiled from the official reports of the Interstate Commerce Commission, and covering the growth of the railroad business for the last ten years, show that the total single track mileage in 1895 was 180,667 miles, and in 1905 it was 218,101 miles, an increase of 21 per cent. in ten years. The number of locomotives increased in the same period from 36,699 to 48,350, an increase of 25 per cent.: the number of passenger cars increased from 33,112 to 40,713, an increase of 23 per cent.; number of freight cars increased from 1,196,119 to 1,713,409, or 45 per cent.; the passenger mileage increased from 12,188,446,271 to 23,800,149,436, or 95 per cent.; the freight, ton mileage, increased from 85,227,515,891 to 186,463,190,510, or 118 per cent.

"These figures show the cause of delay in the national traffic movement which threatens to bring industry to a standstill. Within the last ten years the volume of railroad business in this country has increased over 110 per cent. Meanwhile, the railroads have endeavored to meet it. Equipment is being increased as rapidly as capital and labor can do it. There are and will be cars enough to carry the country's traffic if the cars can be moved, but engines and cars must have tracks upon which they may run.

"A striking tale is told by the statistics of railroad building in the United States. Not only is it true, as stated above, that there has been in the ten years ending 1906 an increase of but 21 per cent. in mileage, but the most impressive fact is that railroad building has within a generation fallen off just as the demand upon trackage has increased. At this moment, when that demand is greatest and the whole country is clamoring for relief, it is the smallest in years, amounting to but 25 per cent.

"The limit of service of a common carrier has been reached when it has moving at all times over its system as many cars as can be run on its tracks with safety and transferred and dispatched from its terminals and junction points without unreasonable delay. Beyond that point increase of business cannot be handled by increasing cars and engines. The disparity between the growth of traffic and the additions to railroad mileage and the extension of terminals shown by new mileage of less than 1½ per cent. a year since 1904, to take cars of a traffic increase averaging 11 per cent. a year for ten years past presents and explains the real problem.

"The best judgment of many conservative railroad men in the country is that an immediate addition of not less than 5 per cent. per annum to the railroad trackage of the country for, say, five years, should be made to relieve the situation and put an end to unreasonable delays in the transaction of business. Trains run faster, cars are larger, locomotives are more powerful, and methods

of handling the business have so improved as to increase the general efficiency.

"In the great centres the inadequacy of terminal facilities prevents the free flow of traffic.

"Suppose that only 25 per cent. additional track, with necessary terminals and built during the next five years, or, say equipment, making 33 per cent., is to be in round numbers, 75,000 miles of track as the requirement for the country to meet immediate need. No practical man would furnish the facilities required, including additional equipment and terminal facilities, for less than $75,000 a mile. The question of terminals alone is almost prohibitive. Terminals now in use were acquired when property was cheap, and can be enlarged only by heavy outlays. In many cities it is not even a question of cost, since the area necessary to handle railroad business properly is not to be had at any price.

"The new work, then, would amount to $5,500,000,000 in round numbers, or a yearly average of $1,100,000,000. That is the sum which should be spent before the commerce of the country can be moved properly. It is just twice the total amount of the bonded debt of the United States after the close of the Civil War. It is more than twice the entire currency in circulation in the country, and only a little less than twice the deposits in all the savings banks in the United States put together.

"Almost all the complaints made today, either by shippers or by operating ralroad men, of obstacles and dangers in transportation service, are due to deficient trackage. The average speed of a freight train is from twelve to fifteen miles an hour. The average distance traveled by each freight car is about twenty-five miles a day. That is, the entire freight equipment of the country is employed to the fair limit of its capacity only two hours out of the twenty-four. On single-track lines freights must wait on sidings while passenger trains have the right of way; cars stand for days or weeks in yards or at transfer points awaiting their turn.

"The problem and necessity are enormous. It would require 2,000,000 tons of steel rails every year to furnish the 1,500 miles of track required. This is nearly two-thirds of the product of all the rolling mills in the United States. It would call for the labor of 200,000 men in grading, besides track layers, bridge builders, and others. Labor even for such ordinary extensions and improvements as are now being made is not to be had in sufficient quantities on any terms.

"This is the real railroad problem of the United States, and it is one which people have been singularly slow to perceive and reluctant to realize."

Widening of Canal Street

The hearing before the Board of Aldermen, January 29th, on the petition of Worcester Board of Trade for the relocation of Canal Street to provide a more convenient approach to the proposed new Union station, was one of the most representative attended hearings that has ever taken place in this city. The expressed sentiment in favor of making public of this street came from Mr. James Logan, Mr. H. W. Goddard, Mr. W. A. Lytle, Mr. C. Henry Hutchins, Mr. A. M. Stone, Mr. John E. Day, Mr. Rufus B. Fowler, Mr. M. J. Whittall, ex-Mayor W. H. Blodget, representatives from the Worcester Merchants' Association; ex-Mayor Rufus B. Dodge, representing Worcester County Mechanics' Association, and E. J. Cross, representing the Builders' Exchange. Those who opposed the petition were Eugene M. Moriarty, Representative Hugh H. O'Rourke and Daniel P. Shea. The case presented by the Board of Trade representatives was regarded as one of the strongest that has ever been put up to the Board of Aldermen. Monsignor Thomas Griffin, pastor of St. John's Church, in an interview since the hearing, strongly advocates the Board of Trade position in the matter.

NEW ELECTRICAL ENGINEERING BUILDING AT WORCESTER POLYTECHNIC INSTITUTE.

A NEW building, planned by members of the Department of Electrical Engineering, is being erected at the Worcester Polytechnic Institute. Messrs. Peabody & Stearns of Boston are the architects, and Prof. A. W. French of the Department of Civil Engineering at the Institute, the consulting engineer and superintendent of construction.

The construction of the building is well advanced, and it will be ready for the accommodation of students during the spring of 1907. The material is red brick with darker red brick and brownstone trimmings and light green slate roof. The cost will be about $125,000, exclusive of equipments.

Besides the recitation rooms, laboratories, battery rooms and storage space usually provided, the building will contain: a lecture room, fully equipped for experimental demonstration lectures and capable of seating about 300 persons; a standards and research laboratory 55 feet square; a department reading room and library with a capacity of stacks for over 3000 volumes; an electrical engineering design room, well equipped and admirably lighted; a photometric laboratory; a telephone laboratory; a laboratory for the study of high potentials phenomena and the problems of high potential power transmission, for which the department has already unusual facilities, but to which considerable addition will be made; a general laboratory 200 feet long and 55 feet wide, containing, with its three galleries, a floor area of 19,400 square feet, and a volume of about 400,000 cubic feet.

This constitutes what is undoubtedly the largest electrical engineering laboratory in the world.

The laboratory is served by a ten-ton electric traveling crane, covering the entire central portion between the galleries. The galleries are served by two-ton trolley hoists, covering their entire length.

It is impossible to mention here more than the most important features of equipment and facilities connected with the building, which will be available in September, 1907, or earlier.

The power for the laboratory is supplied at 2200 volts by underground cables from the power laboratory of the Institute, where have recently been installed three service units, which are in charge of the Electrical Engineering Department. These units are supplied with steam from four boilers, aggregating 560 horse power nominally, but capable of considerable overload. Each unit consists of a direct connected engine and 2-phase, 60-cycle generator of 75, 175, and 350 horse power, respectively, and are controlled by a very complete switchboard of eleven panels, which will permit separation of service and experimental loads. The equivalent of nearly 2000 incandescent lamps and 25 induction motors, aggregating 350 horse power of motors and lights, are connected, not including experimental equipment. The circuits of this system, because of their varied application, illustrate most of the methods of electric power transmission and distribution, and possess many features of educational value besides their primary function of service to the Institute.

The large general electrical engineering laboratory contains some fifty generators and motors, including examples of all the principal commercial types, and a number which have features designed especially for experimental purposes. In capacity, these machines vary from a 300 horse power motor, 200 kw. generator, and 150 kw. trans-

former down to machines of 1 kw. or less. The aggregate capacity of equipment for the laboratory is about 1500 kw., or 2000 horse power.

The transformer equipment numbers over forty, and includes the regular commercial types and several of special design. Among the latter are one giving 500,000 volts and two others of 200,000 volts and of 100 kw. capacity each. There are four transformers of 150 kw. capacity, with taps for two or three-phase operation. There are six auto transformers, with taps for multipotentials and polyphase work.

The collection of arc lamps is very complete and contains lamps of wide variety of type by the various makers.

Partly of standard equipment and partly of special design is the electric railway apparatus. Two tracks, connecting with the tracks of the local railway company, and in that way with the suburban and interurban railways of New England, enter the laboratory on space covered by the traveling crane. One of these tracks, for purposes of inspection, is for its entire length over a pit. The second track enters to a testing plant, where a car or locomotive under test rests and runs on wheels carried by axles which transmit the power from the car to special electric absorption dynamometers and fly-wheels. The pedestals carrying these axles may be moved to accommodate cars of any truck or wheel base, and the fly-wheels are so arranged that their weight may be changed to correctly imitate the inertia of cars of any weight within wide limits. The car is held in place over the supporting wheels by an end post, which will transmit the drawbar pull to a traction dynamometer. A very complete set of recording instruments measures the power consumption, speed, tractive effort, etc., of the car under test. A complete, double-truck, four-motor interurban car is a portion of the equipment. This car is fully equipped with special apparatus, and will be available for testing work, whether upon the stand in the laboratory or on lines of electric railways outside. Besides the equipment mounted on the car, the laboratory contains various types of motors, braking, controlling, lighting, heating and signalling apparatus, mounted in such a way that their operation may be studied and tests made.

The standards and research laboratory equipment is in process of rapid development, and contains instruments by the best makers as well as standards of various electrical units. There are curve tracers, oscillographs, special generators and a large collection of special instruments.

The Institute has been a pioneer in many features of engineering education, among which may be mentioned the following as of particular interest and value to the student pursuing the course in electrical engineering. As the first institution to provide workshops for the training of engineering students, it has succeeded in maintaining its facilities and courses in shop training on a basis which will compare favorably with those of any other institution. One of the first, and at present one of the comparatively few colleges to provide instruction in electrical engineering design, the Institute offers courses in the practical design of electrical engineering apparatus and system, under the direction of men experienced in engineering work of this character. The first college in the country to establish a chair of electric railway engineering, the Institute is a pioneer in the development of courses and facilities for this important branch of electrical engineering. The highest potentials ever reached, at common engineering frequencies, have been secured by equipment developed by the department, and in the study of phenomena involved in long-distance power transmission at high potentials, the Institute is a pioneer and possesses facilities which are probably not excelled elsewhere.

The completion of the new electrical engineering laboratories this year, together with the installation of equipment for the various lines of work comprised in the department, will give the Institute the largest laboratories exclusively for electrical engineering to be found in any college in the world.

MODERN SOCIALISM.

[This paper was read by Prof. George I. Alden at a recent smoke-talk given by the Worcester Metal Trades Association.]

I SHALL not attempt to trace the history of Socialism from the time when the term was first used by Robert Owen, between 1830 and 1840, or to distinguish the numerous schools of Socialists that have existed since that day. I purpose rather to consider, what should be our attitude toward modern socialistic ideas and methods? What lies back of Socialism and gives it influence? In what respects is it a menace of society, and what is the remedy for the dangers arising from the socialistic tendencies of the times and for the evils which Socialism seeks to eliminate?

Socialism is a term broad enough to include all schemes for promoting the welfare of society, for strengthening the bonds of brotherhood between men of all stations of life, for multiplying the agencies for the care and protection of the unfortunate, providing the best education for the young, safeguarding the health and the morals of the community.

Dr. Strong, in his Year Book on Social Progress, has about three thousand reports on the condition of as many societies, each engaged in voluntary work for the social well-being and progress of its members, or a wider circle of the community.

With this broad view of Socialism we are, doubtless, all in sympathy. As citizens and patriots we desire the social progress and welfare of all citizens in our country and in every country. But the phase of modern Socialism to which alone I shall now refer is that which has a political aspect, which proposes to change the present laws regarding property rights, to eliminate competition for wealth, and substitute a form of co-operation under which the land and all means and instrumentalities of production shall be managed jointly by all the people or by the government, so that there shall be as nearly as possible an equal distribution of wealth. Under this system nothing is to be done for personal or private gain or profit. All are to work for the common good, each in the capacity which best suits his or her individual choice or talent.

Government ownership of all business relating to public utilities is a step in the direction of Socialism. The United States Post Office is the favorite illustration of how all business should be transacted. Perhaps the salient features of the socialistic scheme are the suppressing of competition for private gain and such radical changes in the laws relating to private and corporate ownership that land and capital as means of production shall be owned jointly by all the people.

Regarding our attitude toward this type of Socialism, let me say, first, that it should not be one of indifference. We should not make here the mistake so common to our traditional American optimism of disregarding an important matter until it begins to affect us personally. Second, we should not pass upon such a movement a judgment based upon some single feature of it, which may, in itself, be open to criticism, but which only partially or imperfectly represents the essential features or ideas of the whole scheme.

I presume if you had never heard of the Labor Union, I could so picture to your minds the advantages of labor organizations that you would all approve the idea. I could show you how helpful it would be for workmen to come together and consider means for their advancement; how they might get better wages, have more comfortable homes, give their children a better education. I could point out how natural it would seem for these men to begin to study how they could be more useful to their employers, and how glad their em-

ployers would be to increase wages for better services, and how they could afford to increase the wages even more rapidly than the increase of production which the intelligence and co-operation of the laborers would secure.

But now that you know that some labor unions have been unreasonable and tyrannical beyond endurance, seeking to force a larger wage and less production, some of you may have gone so far in your adverse judgment as to deny the right of the laborers to combine. At any rate you may have judged the whole movement from a single feature of it. In this way one is sometimes almost forced by personal consideration to a position which later is found untenable.

That which lies back of Socialism and gives it influence is the altruistic impulse and motive. There are social conditions in this free country which, whatever their cause, challenge consideration and call for amelioration or change. These conditions affect two extremes of society, namely, the abject poor, living in surroundings of squalor, suffering and immorality, and the idle and inconsiderate rich, living in a voluptuous and debasing luxury. Another pair of extremes is the underpaid laborers and over-protected or unscrupulous monopolists and capitalists. The striking contrasts between these extremes of social and economic conditions ought to have serious consideration by all good citizens.

It is not alone the fact that the rich are so very rich or the poor so abjectly and helplessly poor, but the more serious fact that estrangement and distrust seem to be in danger of growing more pronounced and prominent between these classes. There seems to be some danger of all the people between these extremes—which include, of course, at present, the great majority of citizens—becoming involved, and finally being forced to take sides with one party or the other. The altruistic instincts and impulses of the people are strong. The facts are such that they may be marshaled with great force when an appeal is made by the Socialists for sympathy and support in an effort to improve the material and social conditions of the abject poor and the toilers working for less than a scanty living wage.

This is a consideration wholly apart from that of the sanity and reasonableness of the socialistic programme. Because you disapprove the method you may not be able to discredit the motive. Let me urge you to consider this source of the influence of Socialism, namely, the altruistic impulse to change these extremes of social condition, which emphasize the appeal.

Socialism is a menace to society because, conscious of the influence which it is able to exert through appeal to the altruistic impulses of the people, it is liable to secure legislation along lines contrary to the natural and inevitable laws, in accordance with which the true development of society must proceed. It is much easier to discover a real or seeming evil than it is to find the cause of the evil and apply the proper remedy. It may be an easy and natural conclusion that because some possess far too little to support life decently, and others more than they can spend wisely, therefore, property should be divided equally among all. Or it may seem easy to conclude that whatever is deplorable in this connection is chargeable to the principle of competition. The law of competition seems to be the natural basis on which modern society rests. The Socialist, on the one hand, wants to abolish it by adoption of his creed and laws, and the monopolist, on the other hand, wants to crush it without law or in violation of civil law. But why this aversion to competition?

If you visit a school and see a class of children, each eagerly making frantic demonstrations to attract the teacher's attention and get a chance to recite, does their competition to gain the recognition of the teacher trouble you? If a bright boy or girl gets to the head of the class in spelling, does anybody object? Can you imagine an interesting athletic contest of any kind in which there is not the sharpest competition, but does not every one, competitor and

spectator as well, honor the successful competitor? Yes! If there was fair play around! Yes, oh, yes! the competition is the whole life and value of the performance, but let there be the slightest suspicion of unfairness or foul play on the part of the victor, and he is despised by all his comrades and all right-minded people. A scene that provokes the delight and enthusiasm of the multitude is turned into an occasion of sorrow and contempt by a single act of dishonesty or treachery on the part of a successful competitor. It ought to be the same in the business world.

Competition has increased with the progress of civilization. The uninstructed, primitive man looked out upon the earth and saw the hills and streams, the forests and the oceans. But he had only learned how to provide himself with food and shelter. He could not see the mineral resources of the mountains. He could not estimate the value of the waterfalls in terms of power, or the coalfields in terms of heat and energy, or the forests in their relations to the building of cities, or see the oceans as great highways of travels.

The time came, however, when some men, by enterprise, discovery and invention, were able to use the forces and products of nature in the development of great enterprises. These men employed their fellows to aid them in the prosecution of their work. They became leaders in agriculture, in manufactures and in commerce. They gained wealth and were considered successful. Their position and prominence awakened ambition in others to achieve similar successes. In a nation of free men, each struggling with all the others to gain the prizes of wealth and station, competition came to be regarded as the normal condition and basis of progress.

Along with this general idea of competition as a universal law of progress, there is another law equally universal, and that is the law of limitless variety in all the range of creation. It is one of the greatest marvels of life that so many millions of people can exist and yet each be distinguished from every other. We speak of equality, but the only equality conceivable among men is equality of opportunity, and this is only an ideal which we strive to realize for all by the operation of civil law. There is no more reason to expect that each man should have the same number of dollars as every other man than that he should have the same number of children or the same mental and physical characteristics.

Aside from the impossibility of securing and maintaining an equal division of wealth, or an equal and joint ownership of property, there is the experience of the world which, it seems to me, clearly shows that concentration of capital is a blessing in which all share, and that the poor are not in the aggregate the least of the beneficiaries of concentrated wealth when that wealth is fairly accumulated and wisely used. And just here is the rub! Because some have acquired wealth unfairly and illegally, and used it selfishly or hoarded it miserly, there has sprung up a cry against wealth and its possessors. In this cry against wealth as such, and this crusade against competition as a factor in the progress of civilization, we have suggestions of the dangers which inhere in the socialistic programme.

Having suggested that our attitude toward Socialism should be one not of indifference, but of interest and attention; that the altruistic impulse—so strong in the American people—lies back of Socialism, and gives its advocates earnestness, and its appeal influence and power; that the menace of Socialism is its crusade against competition and against wealth gained by private initiative,—I come finally to the question: What is the true remedy for the conditions which Socialism seeks to improve? Do not imagine that I expect to give a final or satisfactory answer to this question. I do think, however, that the question should be raised. * *

The evidence of a great change in public sentiment toward wealth and its use and distribution, as well as toward the possessors and creators of large fortunes, is to be found on every hand. Legislation, oratory, journalism, politics

and the daily press, as well as Socialism, are bringing this evidence emphatically to our attention. It is not difficult to select a few specific lines for illustration among such a variety of cases as presents itself.

In legislation the activity of the national government in making prosecutions under the anti-trust laws and the railroad rate bill are prominent illustrations of the change of policy which has been temporarily adopted by the national government under the leadership of a president advocating centralization of federal power.

College presidents, preachers and lawyers, in their orations at college commencements, in their addresses on public occasions or before societies of professional men, have, with a few notable exceptions, alluded to the questions which Socialism raises, and with decided agreement with the socialist regarding the existence of certain great evils increasingly prevalent in our day. It has been pointed out by an eminent lawyer in an address before an association of his fellows that it is now difficult for a corporation lawyer to secure an election to a public office. The voters have become very critical and suspicious of any one seeking political office that had to do with corporations controlling large amounts of money and large business interests. Formerly it was no bar to public office, rather the reverse, to be a corporation lawyer. The reason given for this change of sentiment among the voters is that in too many cases corporation lawyers prostitute their talents and their professional services to the ignoble end of keeping out of jail directors and other corporation officers who are violating the laws under which they are chartered, or robbing, by the aid of shrewd, legal counsel and advice, the people whose money they handle or whose business they transact.

Probably a large majority of the orations and addresses delivered during the past year recite the delinquencies or crimes or dangers of corporate greed or concentrated wealth. Magazine articles of similar character are too numerous to mention. One of the wealthiest men of our time, Andrew Carnegie, has said it is a disgrace for a man to die rich, and has contributed to the pages of the North American Review an article entitled "The Gospel of Wealth," in which he approves of a graduated inheritance tax, as recently recommended by President Roosevelt in his late annual message.

The evidence which politics furnishes of this change in public sentiment which we are considering is illustrated by the result of the election of governor of New York. It is not so strange that Hearst was defeated as it is that the man who defeated him, and the only man so far as we can judge who could have defeated him, won his popularity by the vigor and success which he had displayed as prosecuting attorney against corrupt or illegally managed corporations. In this capacity he demonstrated not only his ability but his honesty of purpose and his sympathy with humanity. He defeated a low grade of Socialism by the very weapon which, as I have already shown, gives Socialism its power, viz., the altruistic impulse. While he stood on an infinitely higher plane than his rival, he appealed to the same instincts and sentiments by which his opponent sought influence; but Hughes illustrated in himself what he advocated, while his opponent apparently did not.

Pardon me if I quote a few lines from a speech by Mr. Hughes in New York before the Sons of the American Revolution:

"The man who regards with sullen indifference the congested life in our great city, who is content to pleasantly wrap himself in the garment of prosperity and think of his fellow creatures as ignorant and disorderly masses with whom he has nothing in common, has small right to pride himself upon the valor of his Revolutionary ancestors, or talk of his patriotic devotion to his country.

"He who, in ostentatious parade, in idle indifference to all that makes for better living, in disregard of opportunity to serve his fellowmen, turns a deaf

ear to the voice of entreaty which comes from his struggling brother, does not know for what our fathers died, and has yet to learn why this Union should be preserved.

"The man who, by the inflation of values, seeks to compel an exaggerated return for public service, does not appreciate the meaning of the Battle of Lexington. We want patriots in finance; we want patriots in the organization of our corporations; we want patriots in the management of our public utilities."

The altruistic note is clear and ringing in these sentences. The change of which I am speaking is brought out strongly by the fact that Hearst was defeated, not by the forces which money or political intrigue could muster, but the man who could reach and influence voters by convincing them that he was uncompromisingly arrayed against all that is crooked, grasping or monopolistic in the political and business world.

These changes in public sentiment have been accompanied, and perhaps caused, by equally great and rapid changes in the business and social world. They indicate that we are passing through a time in which the forces of evolution are extremely active. We ought to rejoice in this activity, for if we are to come to a time when the true laws of progress are to have freer play, and social and business conditions are to be better for all the people, we must reach these better times by the comparatively slow process of evolution, a law which is doubtless as controlling in the realm of social and business life as in the physical universe.

If this be so, then we are not to depend upon any single scheme of reform which even the wisest of men may suggest. The problem is too complicated for direct solution through any formula which Socialism or any other ism may propose. In the process of evolution all the forces available have their opportunity for exercise and their share of influence in the result. If, then, we approach the answer to our question, what is the true remedy for the conditions which Socialism seeks to improve? along the line of evolution we shall immediately see that our end must be gained by discerning the lines along which evolution is to proceed; by discovering and strengthening the forces which tend in this direction, and opposing those influences and theories that lead in the opposite direction. This means that we must give due weight to forces which Socialism may wield, as well as to those which money, polities, business morals or religion may use.

And we must not only give attention to these varied elements of the problem, but we must endeavor to give credit to that which is right in each, and discount and oppose that which is wrong. If there is any one principle which may be considered as fundamental in this nation, it is that of the freedom of the individual to his life, his liberty, and the pursuit of his own happiness. If there is any function of government which is legitimate and imperative, it is to secure to its subjects these inalienable rights. If these rights were preserved and accorded to all, then no one could pursue his own individual interests in a way to hinder his fellows. If no one was inclined to hinder his fellows, the laws would be simply directions formulated from experience for the guidance of those who transact business.

But there are all kinds of people and all grades of business ethics. So it comes to pass that some have to struggle to uphold just and right laws, while others are trying equally hard to evade or break them. In deciding what laws are desirable and right, we should be guided much by principles which have been established by long experience, and little by the expediency of the hour. Taking for our guide the principles of individual freedom and of the primary function of government, we should favor competition in business, and should oppose paternalism in government. We should approve of the concentration of capital, because this is necessary to the progress of civilization, but should object to monopoly because it interferes with individual rights.

But the Socialist says that gigantic

evils have grown up under the operation of these principles. We answer, the remedy for these evils is not the abandonment of the principles, but enforcement of them. It is wrongdoing that has caused the evil and changed public sentiment toward the wealthy. We have not been vigilant in the enforcement of good laws. We have not been careful enough in the treatment of our competitors. We have not been thoughtful enough of the unfortunate. It is not fair, if you happen to get toward the top of the ladder of fame or wealth, to turn around and pull the ladder up after you so no one can follow. This is the trick and crime of the monopolist. It isn't right to compel the thrifty laborer or workingman who is trying to get a home for himself and family to pay taxes on every dollar's worth of mortgaged property he holds a title to and let half the wealth of the city or state go untaxed. It isn't just for one man or one corporation to roll up wealth by the manufacture of an article protected by a 60 per cent. duty, more or less, secured by the questionable use of money, while his neighbor, by hard work, makes a small profit in open competition.

I have no doubt that some one wants to jump to his feet and explain that the monopolist has made things cheaper by controlling the business. His enormous wealth hasn't come out of anybody's pocket. He has just been a benefactor to his race. The protectionist says he has kept out foreign trade, and the American laborer has reaped the advantage. (You will generally notice that cheap foreign labor isn't excluded.)

Now, gentlemen, these are the arguments of expediency, of selfishness, of blindness. This country has had an experience based upon the following by a part of the people of this specious reasoning. Good men, both North and South, said the slaves are better off with their masters than they would be free, and this, so far as their immediate physical and social condition was concerned, was true, absolutely true, as time has proved.

What, then, led to the destruction of slavery as an institution in this country? Holding to the great principle on which our republic is founded, and then appealing to the moral conscience, the altruistic sentiments of the people.

The remedy for the conditions that Socialism proclaims and magnifies is in the hands of the wealthy, if they will but apply it. There are two directions in which they may take the lead, and they will be followed and aided by the great mass of right-minded, well-disposed, well-to-do citizens. These two directions are, first, the enactment and enforcement of laws for the maintenance of the individual rights of the people and the protection of the weak and unfortunately conditioned; and, second, the proclamation and practice of a high code of business ethics.

If the time should ever come when the wealthy should generally approve laws favoring monopoly, graft, unjust and unequal taxation, the control of legislation by corrupting uses of money, no private fortune would long be safe. Such a course would drive multitudes into the ranks of the Socialists. They have nothing adequate to offer as a programme of reform, but they are skillful in setting forth the unhappy conditions which such a course would impose.

When men of large fortunes and corporations controlling large business operations all generally follow the lead of men like Mr. Carnegie, and corporations like the American Steel & Wire Company, we shall be able to turn the tide of public sentiment into more healthful and hopeful channels. Mr. Carnegie argues that surplus wealth belongs in a certain sense to the community because the growth and needs and co-operation of the community have helped to create this wealth. * * * The American Steel & Wire Company has set the example of publishing its balance sheets, instituting a system of pensions for faithful employees who become disabled by age, and a benefit fund for the unfortunate.

The laws of a country educate the people, particularly when these laws are forged under the heat of public dis-

cussion, and when they relate to questions affecting the rights of all the people. The importance of securing wise and just laws regulating business corporations cannot be overestimated. The belief of the people that President Roosevelt is acting from high motives in his recommendations to Congress regarding these matters is a strong factor in his great popularity.

While the law educates and so helps to bring about a high code of business ethics, laws alone will not regenerate a degenerate condition of business, political or social life. If all corporations were lawless or dishonest, if all wealth were achieved by fraud, if all money were used selfishly, if all influential citizens were grafters, if all public officials were corrupt, good laws would not be of much avail if they could be obtained, and, obviously, under such conditions, they could not be obtained.

But this is not our situation. We must not for a moment lose sight of the fact that among individuals and institutions the great majority, no doubt, uphold and practice a reasonably high code of business ethics. This fact is the basis of all reform. These men and bodies of such men make a strong appeal to the sense of honor of their comrades. Let such men and such institutions come out boldly and decidedly in support of such leaders as Mr. Hughes of New York, and our great President Roosevelt, and we shall see the greed, the graft, the dishonor and the crimes against humanity, which have come to light in spots and which lurk all too prevalently still in many places in these days of unprecedented material development, disappearing as the awkwardness, thoughtlessness, and even cruelty and vice of a rapidly growing boy disappear under the influence of a favorable environment and the outworking of his better self.

The true picture of social progress, it seems to me, is not the great mass of the people on the dead level of Socialism receiving from a few men who constitute the government the necessities of life, but rather all the people climbing up the vast and endless ascent toward success, each eagerly reaching forward for advantage, but also making a path of easier climbing, stretching out a hand of help and shouting a message of encouragement and sympathy for those below, and until the near approach of the millennium, the government dealing summarily with any who break the rules of fair play and a square deal.

GEORGE I. ALDEN.

Monsignor Thomas Griffin, pastor of St. John's parish, whose property will be vitally affected in the abolition of the grade crossings and all changes in that vicinity, is strongly in favor of having the city take the Canal Street land for a more suitable approach to the proposed Union station.

In an interview he said: "It seems to me that the Board of Trade has a very good argument to advance for the taking of the Canal Street land. The Board of Trade deserves great credit for bringing about such a meeting, and if it does nothing else it has earned a place in the history of the city by interesting so many influential men in such an important phase of Worcester's development."

REVIEW OF THE MONTH.

WORCESTER began the municipal year with the second inauguration of Mayor John T. Duggan on Monday, Jan. 7, the exercises being held as usual in Horticultural Hall. The ceremonies were of the general order incident to such occasions, the Mayor's inaugural being a rather brief document, containing no radical suggestions of change in the policy pursued last year.

The City Council organized immediately after the city government's return to City Hall, Alderman Charles H. Hastings being chosen president of the upper board and Councilman Louis H. Buckley president of the lower board. The election of city officials for the ensuing year has not yet taken place, having been twice postponed by reason of two factional contests which have furnished a main topic of local discussion for a number of weeks. The appointment of a successor to Chief of Police William J. E. Stone has been a subject of unusual interest since the death of that lamented official last fall. On Saturday preceding his inauguration Mayor Duggan announced his choice to be Captain David A. Matthews of Station 1. The nomination of Captain Matthews was officially sent to the Aldermen at their first meeting after organizing, but the appointment was laid over two weeks upon objection to confirmation. The promotion of Captain Matthews will necessitate other promotions in the department, and it has been the avowed intention of the Mayor to withhold his appointments to the positions thus made vacant until the confirmation of the chief of police. To this the Republican majority among the Aldermen were unwilling to agree, and the result has been that Captain Matthews' confirmation was again held up until a compromise between the Mayor and the Aldermen could be arrived at, which was brought about on the night of January 28th.

The election by the City Council of other heads of departments has been delayed by the contest for the city treasurership between Fred W. White, the present incumbent, and DeWitt Clinton, president of the Common Council of 1906. This contest has been waged somewhat acrimoniously between the friends of both candidates. Mr. Clinton was nominated in the Republican caucus, but friends of Mr. White combined with Democratic members of the Council and claim to be able to re-elect the present city treasurer when a vote is taken. The outcome of the contest has been much in doubt.

Captain Matthews has lived in Worcester nearly sixty years, and has been a member of the Police Department for thirty-three years, always with an excellent record. He was born in Boston March 7, 1847, and came to Worcester when he was fourteen years of age. One year later he enlisted in the Third Massachusetts Battery, "running away to war," and becoming one of the youngest soldiers Worcester contributed to the great conflict. He was later a member of C Battery in the Third and Fifth Regiments of Massachusetts Artillery, and was honorably discharged from the service June 24, 1865. He enlisted in the regular army June 4, 1867, and was assigned to the Eighth Cavalry. For distinguished gallantry he was made corporal and then sergeant, and while engaged in an Indian campaign in the Cottonwood Range of mountains he conducted a defense against a hostile band so skillfully and valorously that he was given a medal of honor by Congress. He left the service as a first sergeant June 4, 1872, and returned to Worcester, where he married. He was made a police patrolman Sept. 3, 1873, by Mayor George F. Verry, but later resigned. He was reappointed the next year by Mayor Edward L. Davis and reappointed Sept. 18, 1875, by Mayor Clark Jillson. Mayor Charles G. Reed appointed Mr. Matthews captain of

police in 1884, and he has since retained that position.

There is now before the City Council an amendment to the ordinances reported by the Joint Standing Committee on Ordinances to make the terms of the chief and deputy chief of the police department five years each.

On Dec. 1, 1900, an ordinance was adopted making the tenure of the chief permanent during good behavior, and under this rule Chief Stone held office until the date of his death.

The proposition to have Massachusetts savings banks enter the industrial life insurance field received an extended threshing out at the meeting of the Economic Club held Friday evening, Jan. 12, in the State Mutual Restaurant. Louis D. Brandeis of Boston, a well-known attorney and authority on life insurance reforms, and Representative Joseph Walker of Brookline, son of the Hon. J. H. Walker of Worcester, strongly advocated the "insurance over the counter" plan, whereby the present abuses of industrial life insurance might be avoided through combining the functions of the savings bank and the purveyor of weekly payment insurance in small policies. Treasurer Alfred Aiken of the Worcester County Institution for Savings strongly opposed the scheme, and Assistant Treasurer Frederick B. Washburn of the Five Cent Savings Bank advanced a plan of his own for the sale of life insurance by savings banks, which did not meet Mr. Brandeis' approval.

The meeting was presided over by President J. Russel Marble, who announced the subject for debate to be, "Can the wage earner obtain cheaper life insurance?"

Representative Walker defined industrial insurance as life insurance taken out in small lots by wage earners who pay small weekly payments instead of the quarterly, semi-annual or annual premiums paid by men who are able to carry life insurance policies of $1000 to $1,000,000. The cost of writing industrial insurance and of collecting the premiums is more than twice as great as the cost of writing ordinary life insurance business, and the wage-earner insured in an industrial company pays more than twice as much for his protection than does his wealthier neighbor. The cost of collecting weekly insurance premiums is more than 20 per cent. of the whole premiums paid. In fifteen years the industrial insurance companies of Massachusetts have collected from the working class of the State more than $61,000,000, and have paid back in death benefits less than $21,000,000. The agents and the stockholders of these companies have taken more than $30,000,000 in commissions and dividends from the pockets of the poor in a decade and a half.

Mr. Brandeis said in the course of his speech that the cost of industrial insurance to the poor is so excessive that it constitutes a hardship, and to the very poor it is prohibitive. The only way in which the cost of life insurance can be reduced to the poor and to the wage-earner is apparently by reducing the present excessive expenses of getting business and making collections. On the last of December, 1905, there were outstanding 1,170,885 industrial insurance policies in Massachusetts. Two-thirds of all the industrial insurance policies taken out in this State lapse and the policy holders lose what they have paid in before the expiration of two years. If the holders of industrial insurance policies had paid into Massachusetts savings banks the $61,000,000 they have paid into the insurance companies, and withdrawn the $21,000,000 they have received as death benefits, they would have an outstanding balance to their credit of almost $50,000,000 instead of nothing, as at present. The extraordinary waste in the industrial insurance business is due to the fact that the business is carried on for the benefit of somebody else than the policy holders. The business of Massachusetts savings banks is carried on primarily for the benefit of the depositors. The needs and the inexperience of the policy holders are exploited for the benefit of

officials and stockholders of the companies. The savings banks of the State, with a slight increase of their working forces, could assume the functions of industrial life insurance companies and issue insurance in small amounts to policy holders whose savings warranted such a course, and could greatly reduce the cost of such insurance without menacing their stability and high reputation.

Treasurer Aiken of the Worcester County Institution did not agree with Mr. Brandeis' theory that savings banks can enter the life insurance business without endangering their regular functions. All insurance business, he said, is based upon the theory of probabilities. A certain percentage of deaths is mathematically certain to occur in a period of years if a sufficiently large number of individuals is taken as a unit for consideration. In order to do business successfully, at least 5000 to 10,000 depositors must be insured by each savings bank. Small country banks, Mr. Aiken thought, could not obtain so large a number of policy holders, and consequently could not do business on a safe basis.

Assistant Treasurer Washburn of the Five Cents Savings Bank advocated a plan for incorporating a company of officers by savings bank officials, which company should control the business of the State at large, and permit each bank to act as its agent in securing business, each bank thus sharing the aggregate risk of the business. Mr. Brandeis replied to this suggestion that it would be unfair to the smaller banks to take from them the money paid in premiums and to centralize it away from them.

The debate aroused much interest and discussion and may later have an important bearing on the reform of industrial life insurance abuses, which is bound to come as foreshadowed in the inaugural address of Governor Guild this year.

Considerable interest is being taken by automobilists in Representative Elmer C. Potter's bill now before the Legislature to legalize automobile road racing under certain conditions. Mr. Potter's measure provides for the equalization of the rights of automobilists and horsemen in the public thoroughfares as far as speeding is concerned. If the bill becomes a law, the hill-climbing contests annually conducted on Dead Horse Hill in Leicester will be legal, as they have not been heretofore except by sufferance of town authorities.

The controversy over the use of Mack bricks for paving Foster Street has finally been taken into the courts. The Mack Manufacturing Company of Philadelphia, which sold the paving bricks to the city, has this month brought suit against the city to recover $9000 alleged to be due on a contract whereby the city was to take 198,000 of the bricks. Mayor Duggan refused to accept the bricks after some of them had been delivered, his reason being that another city in the State is purchasing the same bricks at a price lower than that asked the city of Worcester. Many of the bricks are now piled up in Foster Street, and others are still in the freight yards.

Alton D. Adams, a prominent member of the American Institute of Electrical Engineers, recently addressed the members of the branch of that society located at the Worcester Polytechnic Institute upon the "Legislative Regulation of Railroad Freight Rates." Mr. Adams reviewed the subject of legislative regulation of private business from times of Queen Elizabeth, and quoted many instances of regulation of various business functions. He said that his experience had convinced him that there is no case possible to be found wherein discrimination against individuals or classes of consumers is justifiable, and in his opinion whenever discrimination in the matter of railroad rates is discovered, legislative regulation is not only justifiable but essential.

The bill to annex the sewage disposal plant of the Worcester Insane Hospital to that of the city of Worcester, now before the Legislature, promises to be

passed this year, and to afford a solution of a sewage problem that has caused much difficulty and anxiety to the hospital authorities. The bill provides that the hospital sewage shall be turned into the Worcester municipal system as soon as possible, and that the State shall pay to the city the sum of $900 annually in lieu of all expense to which the city may be put in disposing of the sewage. As several of the principal opponents of the bill last year in the Legislature were not re-elected this year, it is believed the measure will be passed during this session.

Worcester has been confronted by a very serious diphtheria epidemic during the past six months, although much less public alarm has been manifested over the matter than the situation would have apparently warranted. In the last half year there have been 660 cases of the disease in Worcester, most of the victims being children of school age or under. The disease, however, has generally been of a mild type, and fatalities have not reached a high percentage. Health Department officials are hopeful that the worst of the epidemic is over, but a very large number of cases is now known to exist, the disease not being confined to any one or limited number of sections of the city.

The school board started the new year, immediately after its organization, by passing an order requesting the City Council to purchase land and erect a school building in Tatnuck, at a cost of $25,000. The proposal to take the Earle estate on Summer Street for a new school building to supersede the Thomas Street and other buildings, the cost of the land to be $75,000, was referred back to the committee which recommended the purchase. The land is assessed for $12,000, and the city is asked to pay $34,000 for it, and the remainder of the $75,000 for the buildings. The impression prevails that the price is altogether too high.

The Worcester Consolidated Street Railway Company has this month announced its intention of expending $150,000 on new equipment, the directors having voted to do so upon recommendation of General Manager E. G. Connette. The company will buy and put in service in a short time fifteen new closed cars of large type, with a seating capacity 40 per cent. larger than some of the present smaller cars, which will be retired from service. For summer traffic ten new fifteen-bench open cars will be bought. The company will also buy 400 tons of new nine-inch girder rails, 95 pounds to the yard, which will be used to relay the inward-bound track on Lincoln Street from Brittan Square to Lincoln Square.

The American Steel & Wire Company will expend at least $500,000 in Worcester this year, chiefly on enlargements of the south works at Quinsigamond.

The new year has opened in Worcester with considerable commercial activity. Plans for the establishment of several new industries have been made public, and building operations have been active, despite the cold weather of a month, during which building is practically at a standstill.

The extraordinary freight congestion on all railroads, and especially on the Boston & Albany, which seriously affected Worcester in December, has now been considerably relieved. Boston, Springfield and Worcester, which were laid under restrictions against the receipt of freight from other points for several weeks, have been relieved of the embargo, Worcester being the last to get the benefit of the relieving order. Freight conditions are, however, still far from ideal.

WORCESTER BOARD OF TRADE.

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The Worcester Board of Trade wants to keep on file at the Secretary's office a complete list of places where floor space can be secured for manufacturing and business purposes. There are calls made every day for such information. The Secretary would appreciate it if every owner of a building in Worcester used for manufacturing or mercantile business would furnish particulars of what he has for renting purposes, and if land-owners would also file a list of available building sites. State owner, location, whether store or factory, amount of floor space, amount of power available and approximate rental. If it is land for manufacturing purposes, state owner, location, number of square feet, general dimensions, any building thereon; if so, give floor space, number stories, brick or wood, power plant with horse power, and purposes last used. Also give name of railroad near it and sidetrack facilities. Give price that can be used as basis of negotiation.

This information is for the use of the Secretary, and is not to be used for any purpose except to locate new or present business interests. No compensation is to be asked for any lease or rental that may be brought about by the Board of Trade.

Historical.—February 5th, 1842, the Mechanics Association was formed, the incorporation being March 9th, 1850. The names of those prominent in the formation of what is now the Worcester County Mechanics Association were Anthony Chase, Putnam W. Taft, Henry W. Miller, William Leggate, William M. Bickford, Levi A. Dowley, Rufus D. Dunbar, John P. Kettell, James S. Woodworth, Hiram Gorham, Joseph Pratt, Henry Goulding and Edward B. Rice. The first officers were: President, William A. Wheeler; Vice-president, Icabod Washburn; Secretary, Albert Tolman; Treas., Elbridge G. Partridge.

February 1, 1786, Rev. Aaron Bancroft ordained pastor of Second Unitarian Church; Feb. 3, 1836, Union Church formed; Feb. 3, 1855, Mission Chapel, Summer Street, dedicated; Feb. 6, 1842, Charles Dickens guest of Governor Davis during visit in Worcester.

At a meeting of Directors of Worcester Board of Trade in January, it was voted that a committee from the Board attend the convention for the extension of foreign commerce at the New Willard in Washington. Delegates who went were President William A. Lytle, Mr. Charles L. Allen, manager of the Norton Company, chairman of the Committee on Foreign Trade; Mr. Waldo E. Buck and Dr. Julius Garst. The convention was addressed by Secretaries Root and Strauss from the President's Cabinet, members of the New York Board of Trade and Transportation, and Hon. John Barrett, director of the International Bureau of American Republics, the latter being engaged for the Worcester Board of Trade banquet in April. At the banquet during the convention the principal addresses were by President Theodore Roosevelt and Hon. Joseph G. Cannon, speaker of the House of Representatives. Speaker Cannon was also engaged for the Board of Trade banquet.

THE WORCESTER MAGAZINE

Vol. X. MARCH--1907 No. 3.

Magazine and Municipal Comment.

The Real Cause of the Upgrowth of Unionism in this Country.

Memorial Services to Congressman Hoar.

Review of the Month.

DEVOTED TO

Good Citizenship and Municipal Development

PUBLISHED MONTHLY BY THE BOARD OF TRADE

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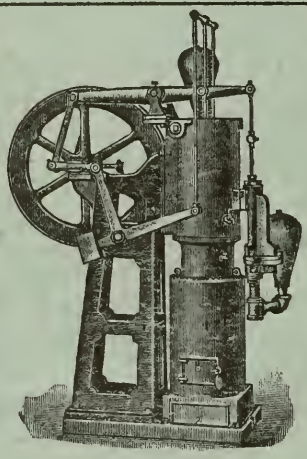

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WORCESTER, MASSACHUSETTS

HON. JOHN BARRETT,

Director of International Bureau of American Republics.

One of the Speakers at Worcester Board of Trade Banquet April 25.

The Worcester Magazine.

VOL. X. MARCH, 1907. NO. 3.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

"Worcester Night" Board of Trade Innovation

In arranging its winter's social events the Board of Trade hit upon a popular idea when it decided to have a "Worcester night." It had been the custom in past years to give smoke-talks upon certain subjects, but the idea of a "Worcester night" was new and it was decided to give it a trial. It proved successful beyond expectation. It brought out more than half of the membership of Worcester Board of Trade to rub elbows against each other and pass a few hours in a social way. The idea was to have speakers devote their talk to the needs of Worcester, and this feature of the programme was carried out to a successful degree. President G. Stanley Hall of Clark University told of the advantages of a small school board, and quoted facts and figures from other cities where the best results have been obtained along this plan. He also dwelt at length upon the juvenile court proposition, which is so popular in the West, particularly Chicago, which has not been given the consideration it deserves in New England. Another subject he considered was that of "Industrial Education," in which he is a firm believer. His ideas presented were of the highest value. Mr. Milton P. Higgins, president of the Norton Company, whose position in the business world is well known, gave a talk on "Industrial Education." This subject is one which he has given the most careful consideration, and his ideas are of immense value just at this time when this subject is before the people of Massachusetts. His study of labor conditions and the needs of industrial education makes him considerable of an authority on the subject.

Mr. James Logan, general manager of the United States Envelope Company, gave the Board of Trade for the first time his views about the "Good Old Days," a topic which he has dwelt upon before other organizations, and which has caused considerable comment from the outside on account of its sensible views of present-day conditions, compared with those of the past. While this "good old times" subject was the general theme of his talk, what he devoted himself principally to was the apprentice system, which, in recent years, has been relegated to the rear. He said that the manufacturer of to-day must secure trained men in the same way that the United States government gets its officers for the army and navy; they must be produced by the manufacturers. That training cost money, and if industry is to have trained men for

its leaders, it must give more thought to the selection of men, and it must be willing to pay for their instruction. Boys must not be turned into a shop to shift for themselves, or under a foreman, who, while he may be an expert workman, may be absolutely lacking in the ability to impart instruction. While the young man is serving his apprenticeship he should, if possible, attend the evening schools, and the man who spends his own time there won't have time to take in all the cheap shows that come to town, nor will he spend the good time of his employer, for which he is paid, discussing the respective merits of the boozers in the prize ring. Mr. Logan argued that the apprentice should be given reasonable compensation while he is being trained, and part of his compensation should be held back each year so as to hold the young man to the end of his contract, and if, at the end of his apprenticeship, he has learned the sacred nature of a contract, attached to which are mutual obligations, he has made another step toward higher efficiency. He was inclined to the belief that all extra compensation for increased efficiency should go into the fund to be paid to the apprentice at the end of his apprenticeship. If the instructor has made the right impression on the young man, he will not have failed to have impressed him with the thought that the young man with a little money laid away is more independent than the man whose weekly wages are mortgaged in advance, and instead of getting rid of the money he has saved, he should add to it every month. The man with money in the bank will, generally speaking, be a better workman and a better man, and so a better citizen of this no mean city of Worcester, and will be doing his part to keep the Worcester of the future in the front rank of the firing line of advance.

City Engineer Frederick A. McClure outlined, in a manner so as to be clearly understood, just what relations the streets to be effected by the grade crossings abolitions are to have to the tracks and overhead bridges which are a part of the general plan. The outline given by Mr. McClure, including the territory near the Stewart Boiler Works on Shrewsbury Street, where the tracks begin to go in the air, along the lines of the Boston & Albany and the New York, New Haven & Hartford Railroads, to a point about 600 feet south of the Crompton & Knowles Loom Works, the elevation of tracks between these two points varying from nine to twenty feet.

Worcester's Rank Along Building Lines

The increase of building in Worcester is shown in a comparative statement made by Mr. George C. Halcott, superintendent of public buildings, recently. The figures are based upon the January building in 1906 and 1907 in fifty-one of the largest cities in the country. The average for the entire number, comparing the building in January this year with that of the same month last year, shows an average loss of seventeen per cent., while Worcester in the meantime gained seventy-six per cent. In the fifty-one states there were built in January of last year enough of all kinds of construction work to carry the value to $41,000,000, while this year the total amount of the constructions amounted to about $34,000,000. While this was going on in the country, Worcester was making a record for itself. In January, 1906, the value of the building operations was $120,760, while during the same month this year the value was $212,506, showing an increase of a little more than seventy-five per cent. The cities which went ahead of Worcester in the percentage of increased construction were: Chattanooga, 78 per cent.; Indianapolis, 223 per cent.; Pueblo, 95 per cent.; San Antonio, 148 per cent.; Syracuse, 171 per cent.; Terre Haute, 257 per cent. With the exception of Syracuse, these are all western cities where there is more or less of a boom in progress. Syracuse, which compares favorably with Worcester on general lines, shows an increased building over this city, but of all the other eastern cities Worcester easily leads. Buffalo, of which so much is said regarding its

rapid growth, which is natural by reason of its location, is far behind Worcester, as are also Cleveland, Memphis, Omaha, Philadelphia, Rochester, St. Paul, Toledo, Washington, and the much-talked-of Seattle. These cities show a percentage of increase building operations considerably smaller than that of Worcester, and of the cities which show a per cent. less from last year are included Bridgeport, Cleveland, Denver, Detroit, Grand Rapids, Kansas City, Los Angeles, the most-talked-about boom city in the country; Minneapolis, New Haven, Newark, New York, Paterson, Pittsburg and Topeka. While Worcester people are quoting other cities as being industrious, and going ahead of Worcester by reason of more activity enterprise, the figures show that in a quiet, steady way Worcester is climbing rapidly, adding to its taxable property by increased building construction, at a pace far ahead of the majority of great cities of this country.

Honor to Dr. D. W. Abercrombie

The trustees of Worcester Academy have voted Dr. D. W. Abercrombie a year's leave of absence at the conclusion of this year's term, in consideration of twenty-five years' service as its principal. They have also voted to make the report made by Dr. Abercrombie this year, covering his twenty-five years' principalship, a historical publication, to be printed in full and used as a historical review of twenty-five years of this widely-known educational institution. It is an honor to Principal Abercrombie to have the trustees recognize his worth in this manner. There is not a state in the Union where the reputation of Worcester Academy is not well and favorably known. There is no reader of a magazine who has not seen on the advertising pages an illustration of the group of buildings that make up Worcester Academy, and in an educational way it has come to be recognized as one of the great preparatory schools of this nation. This reputation, which has been acquired by this school, has all come within the past twenty-five years. It has been brought about through a policy well defined, conservative and wise. The shaping of this policy has been a matter of the most careful consideration. In recognition of his services in connection with making this school what it is, in assisting in the shaping of a policy which is conservative and wise, the trustees have done honor to Principal Abercrombie.

Death of Harry L. Stockwell

The local newspaper field has experienced a loss in the death of Harry L. Stockwell, business manager of the Worcester Evening Post. Mr. Stockwell was also a member of the Board of Aldermen from Ward 9, and his political career was of but two months' duration. As a member of the Finance Committee it was necessary for him to make a tour of inspection on one of the coldest of the winter days, during which he contracted a severe cold, and within a week was a victim of pneumonia. Naturally frail in constitution, he was unable to withstand the ravages of this disease and rapidly went down to the end. Much has been written concerning his death and connections with local organizations, and expressions from public citizens concerning him as a citizen will be very satisfactory to his family and to his friends. Mr. Stockwell probably came in contact with as many representative citizens of Worcester as any man in the business field. His business relations were such that it required an even temperament to make and hold friends. In all the expression that have been made regarding him there is a unanimity of opinion that he was one of the best respected men that Worcester has known. Quiet and modest in his methods of doing business, he accomplished results, and as business manager of the Worcester Telegram, to which paper he gave about half of his life, he made for himself a name for fair dealing, business accomplishments, and honesty of purpose that brought forth from his former employer one of the most complimentary tributes that could be given any man.

Police Pay and Pension Plan

The members of the Police Department have petitioned the City Council for an increase in their pay, the patrolmen being the petitioners. They have asked for an increase of twenty-five cents per day, with a pension proposition, making the maximum pay of a patrolman $3. They have, from time to time, petitioned the City Council for an increase, gradually raising their pay to a figure which is generally paid in the larger cities. The City Council never has looked upon the police pension proposition with any particular favor. It is doubtful if the city ever does, at least during the present generation, adopt a police pension system, the prejudice of the community being against pensioning public officials. The patrolmen make an unusual proposition in connection with their petition for more pay, in that they specify to the City Council that if this increase is given them, they are willing to have withheld from their pay three per cent. to apply to a pension system, which means if the Police Department is willing to do that, about $5000 a year shall be withheld from their pay to apply for a pension upon which to retire the older members of the department. It is argued that $5000 will care for ten men, and that the efficiency of the department will be greatly benefitted by such a system. It is true that $5000 a year used as a pension fund would quite materially benefit that department, but as there is nothing obligatory about it, it is a question if the enthusiasm over the asked-for present raise will not die away within a short time, and this offer of three per cent. to be held back may not prove retroactive. It is a matter of considerable difficulty to get 150 men to agree to contribute three per cent. of their income, even though it be for the benefit of their fellow associates. There would be no legal binding to the proposition, and it is extremely doubtful if it could be made a harmonious action, even though it were practical.

Salisbury Will Holds Legal

At last the Salisbury will case is settled. The bulk of the estate of the Worcester millionaire goes, as originally intended by the maker of the will, to the Worcester Art Museum. This means that the institution comes into an estate of between $2,000,000 and $3,500,000, be used for the development of art. It will result in making Worcester one of the principal art centers of this country. The museum was made the residuary legatee under the will of Mr. Salisbury, and his heirs sought to prevent the residuary clause from becoming operative on the ground that the institution is restricted in its right to hold real and personal property to an amount not exceeding $1,500,000. The Legislature last year enacted a statute, after the probate of the will, giving the museum the right to hold an estate to the amount not exceeding $5,000,000. This was sufficient to provide for the estate left by Mr. Salisbury, and also the estate it now holds, amounting to more than half a million dollars, and leaves opportunity for further bequests of conservative amounts. Benjamin W. Hubbard et al., heirs of the deceased testator, went to the Supreme Court on the validity of this statute as applying to this Worcester institution. They contended that this act was prospective in its operation, and did not affect the right of the museum to hold the property under its law, and if it were construed as applying to property devised by this will, it would be unconstitutional and void. The Supreme Court, a few days ago, upheld the will as applying to the Worcester Art Museum, and dismissed the petition of the heirs. Briefly the decision is as follows:

The attack upon the validity of the residuary clause of the will, the court says, may be considered from two points: first, in reference to the rights of testators, as against their heirs, to dispose of their property for charitable or other purposes; secondly, in reference to the provisions of the law giving this kind of corporation a right to hold property to an amount not exceeding a certain sum.

"From the first point of view this gift is perfect and complete. Except for the protection of the statutory rights of a husband or wife, the power of a testator in this Commonwealth to dispose of his estate by a will is unlimited. There is nothing in our law to restrain one from giving free course to his charitable inclinations, up to the last moment of his possession of a sound, disposing mind. Making charitable gifts in this Commonwealth is not against public policy, and we have no legislation such as has long existed in England, and in New York and some of the other states, putting obstacles in the way of such testamentary acts.

"The only ground of objection to this part of the will is not from the point of view of the testator or of his heirs, but on account of the provisions of the statute regulating the rights of corporations as to the holding of property. We must, therefore, determine the meaning and effect of this statute, on which the petitioners rely.

"They contend that it is by implication an absolute prohibition against the holding, at any time, in any form, for any purpose, of a greater amount of property than that states, and that any attempt of a corporation to hold more, or of any person to put more into the ownership of a corporation, is illegal and absolutely void.

"The respondent contends that this implied limitation of the right to hold is made on grounds of public policy; that it is a provision only in favor of the State, which the State may enforce or not, as it chooses; that grants or devises in excess of the amounts stated are not void, but only voidable; that third persons cannot question the validity of such grants or devises, but that they are legal, so long as the State leaves them undisturbed, and that the State may, at any time, by a legislative act or in some other way, completely waive its rights of enforcement."

After reviewing exhaustively the history of kindred legislation, the court says: "We start with the inherent right, already referred to, of every corporation to take and hold property at common law, by virtue of the act of its creation. This right is recognized in our State by implication. As to the general legality of the holding, except when the State chooses to enforce the law for its own benefit, the condition is similar to that resulting from a statutory provision which is merely directory.

"We are of the opinion that under revised laws, chapter 125, section 8, a gift to a corporation, under a will, to an amount in excess of the sum specially authorized, should be held no less valid than a similar acquistion of title under a deed. It is good against every one but the Commonwealth. It follows that the statutes of 1906, chapter 312, operated as a waiver of the Commonwealth's right to terminate the holding, and a legislative declaration of the entire validity of the provision in the will.

"Even if we are wrong in this conclusion, the petition must be dismissed on an independent ground. The gift was to a public charity. The purpose of the Worcester Art Museum shows the charitable uses to which all property held by it must be put. It is all held 'solely in trust, for the benefit of all the people of the city of Worcester.' We have no doubt the property was given under the testator's will with a general charitable intent, with which the Worcester Art Museum as a corporation had no other connection than as an instrument to carry out the general purpose of the testator."

The will of Hon. Stephen Salisbury was made public Nov. 20, 1905. It made private bequests to the amount of $656,000, and the residue of the estate was to go to the Worcester Art Museum. Worcester Polytechnic Institute and the American Antiquarian Society are beneficiaries to the amount of $200,000 each in cash, while the Antiquarian Society gets his large collection of books, antiques and art treasures. Harvard University gets $5000 for its library, and $5000 each is given a dozen or more churches and public institutions of a charitable nature.

Will Improve Road Service

When the Legislature a few days ago asked the Boston & Albany Railroad the pertinent question when improvements in the service may be expected, an announcement was immediately made from headquarters of the road that a million and a half dollars is to be expended immediately for betterments. Speaker Cole of the House took the initiative, inducing a member to introduce an order commanding the Railroad Commissioners to inform the House of Representatives what improvements have been made by the New York Central road in the freight or passenger service of the Boston and Albany Railroad. The time was limited to six months just passed. Then followed another request for information as to whether or not the road had complied with any of the suggestions of the commissioners and, if so, to what extent. The third request was for information of contemplated improvements in the service so far as the railroad commission has been informed. This order had no sooner been referred to the Committee on Rules than Vice-president Van Etten of the New York Central made it known, so that it would be generally known, that he had been authorized from New York to expend a million and a half for betterments, the improvements to begin as soon as the weather permitted in the spring. It is said that this provides for a third track between Pittsfield and Albany, at an expense of $350,000, an additional track to be laid on the Charlton grade at an expense of $80,000, and an extension of the four-track system near Framingham to cost $163,000. This report from New York is probably authentic, for it is known in railroad circles that something has got to be done within a reasonable time for the improvement of a service that once was perfect.

It is expected that as soon as new rolling stock is secured and improvements made, the road will go on its old reliable schedule.

Playgrounds in Charge of School Board

A very strong argument is made by those who favor placing the Boston playgrounds, vacations as well as during term time, in charge of the School Board. A bill providing for this, and prepared by the Massachusetts Civic League, is before the Legislature.

Shall the playgrounds continue, as now, under direction of the park department, which exercises its supervision through persons of the average grade of city department employees, or through the employees of a new department with a single commissioner, as proposed in Senator Linehan's bill, or through the public school teachers? The quality of the care which teachers can exercise over such playgrounds is much higher than can be expected from the employees of other departments. Certainly the cost of adding a sum to the teacher's regular salary for this extra work would not enlist from other sources caretakers of anything like teachers' standing and responsibility.

As the Civic League says, unsupervised playgrounds are monopolized by men and big boys, who take bats and balls away from the smaller ones. These are subjected to such treatment that many mothers keep their children away.

The reasoning of the Civic League is that the cost of the twenty-one playgrounds in the charge of the park department, together with Wood Island Park, Charlesbank and Franklin Field (which last three are also partly parks), has been $3,315,000. The expense of maintenance is $53,000 a year. We ought either to spend the additional amount necessary to make these playgrounds useful, or we ought to sell them and save interest, the present expense of maintenance and the loss of taxable property.

THE REAL CAUSE OF THE UPGROWTH OF UNIONISM IN THIS COUNTRY.

THE history of labor unionism in this country is made interesting to us here to-night by one striking and significant feature, the sudden rapid multiplication of labor unions which began about nine or ten years ago. Before this extraordinary happening nothing in the development of unionism in the United States calls for any special notice. For many years labor unions had existed here, but they were not specially obtrusive, and, being rather narrowly confined to certain trades or certain localities, did not excite any very general attention. Their existence signified nothing, except, perhaps, the steady infusion of alien ideas into the minds of American workingmen entailed by the coming to our shores of great numbers of workingmen from other lands, and their growth, which was slow and uncertain—hardly keeping pace with the development of industry, I think—seemed to show only that our industrial conditions of that time were not favorable to unions or unionism. In the year 1897 or 1898, however, a startling change occurred. Unionism suddenly began to spread with astonishing rapidity, and soon it was apparent to all that a violent epidemic of combination was raging among our wage-earners. Labor unions grew and multiplied exuberantly all over the country, and in an almost incredibly short space of time they had invaded nearly every branch of industrial activity and secured real control of a considerable number of trades. Unionism loomed huge and menacing over all industry, and every business man felt the chill of its galloping shadow. A new element had been added to the problem of successful enterprise, immeasurably increasing its difficulties and seriously decreasing the number of solutions. To-day unionism pervades our whole industrial, social and political life with an influence so great and growing that one cannot fail to recognize it as one of the most important factors in the determination of our country's future.

Were we a reflective people this sudden looming up of unionism would have set us to thinking long ago, and by now, probably, we should all know just what unionism stands for and just what its right to existence or reason for being is. Unfortunately, however, we are not reflective, but, instead, are disposed to avoid sober thought with its blunt and frequently disagreeable teachings, and to take things as they come in a happy-go-lucky, almost devil-may-care spirit, which is intolerant of everything except strong optimism. Nothing frightens us, nothing even stirs us to uneasiness, for we have the extreme blindness of him who will not look, and with serene, unclouded brow and never-sinking faith in our luck we push gaily along, laughing at suggestions of danger and expressions of doubt from the poor unfortunates by the wayside who cannot help occasionally stopping to think. It is no longer the fashion to look before leaping or to plan before plunging, and so it has happened that we have admitted unionism without understanding it, and have seen it grow great and ominous without studying it or seeming to care how much it may deflect our course.

Our present attitude toward social and economic innovations is worthy of remark, for it is contrary to all our earlier teachings and, therefore, most significant. We seem to have lost our old belief in the dependence of our national safety upon the existence of a sense of real responsibility in every citizen, and to have forgotten that a republic is as fragile as it is beautiful,

and needs the constant watchfulness of all who share its branching glories. No longer do we seem mindful of the fact that the problems of progress, often apparently simple and easy, are likely to be so exceedingly delusive and misleading that only earnest, honest study of them by a myriad of independent thinkers can promise immunity from serious error and confusion. In a word, we seem to be ceasing to be active patriots, vigilant guardians of our heritage—the institutions upon which rests all our national greatness,—and to be settling back into complete unconcern and lazy enjoyment of the wonderful momentum which our wiser fathers gave our country's progress. One by one our hands seem to be dropping from the cables, and less and less strong each day seems to be our hold to the old moorings so securely fixed in the hardpan of common sense. What this portends I cannot say, but my mind fills with misgivings and anxious forebodings as I think of it.

I have said that we do not know unionism, its meaning and reason for being. This statement is based not only upon the fact that the American people habitually do not study such things with care and candor, but also upon a somewhat extended observation of the attitudes toward unionism taken by men generally in this country, by professional men, by workingmen, by merchants, by manufacturers. Almost uniformly I have found these attitudes to be such as seem to me to be inconsistent with recognition of the real significance of victorious and exultant unionism. Professional men, as a rule, have seemed to me to look upon labor unionism as simply an interesting manifestation of the development of intelligence among workingmen and to see in it nothing more alarming than this. Workingmen generally, I have thought, consider unionism from the standpoint of immediate expediency alone, and wholly ignore the likelihood of there being other standpoints from which they ought to study it. Most merchants and certain manufacturers with business interests not directly affected by the doings of unionism have usually seemed to be content in self-gratulation over their own avoidance of trouble from this source, and anxious only to escape being called upon to take sides in the disputes of labor and capital. Of employers who have been in actual conflict with organized labor I have thought that many seemed to regard unionism as a mere fad of the workingman, a mischievous passing fancy, which, in the natural course of events, will enjoy a wide vogue for a time and then be abandoned as useless and foolish, and that others, though seeming to feel that something more serious and persistent than a simple caprice of the workingman is in unionism, have had only a vague idea of what that something is. Then, too, I have observed among all classes of men an unmistakable absence of inclination to search out the underlying cause of unionism that is consistent only with a general failure to perceive anything of special import in this new and striking manifestation of unrest, and I am, therefore, compelled to believe either that people generally have not studied unionism at all, or that such general study as has been devoted to it has led to wrong conclusions.

Assuming, then, without further proof, that unionism is not generally well understood, and having to find out why it has come into existence, it will be well for us to begin by devoting a little time to the study of its nature and characteristics.

The most popular idea of unionism is that it is simply a scheme for squeezing out of the pockets of the employer into the pockets of the employee more of the profits of enterprise than employers' pockets have heretofore been willing to disgorge,—in other words, the general impression is that unionism has for a main principle advancement of wages. If this is the right idea, there is nothing for us to discuss this evening unless we wish to consider why the workingman should be so mean as to want his wages raised, but perhaps it is not the right idea. Let us see.

We may get a proper conception of

unionism by examining its true exponent, the organized association of wage-earners called the labor union. Outwardly the labor union resembles practically all other associations of men, and at first sight can hardly be distinguished from them by any important differences. To be sure, it is confined within the ranks of wage-earners, whereas most other associations are not so confined, but obviously this is not an essential difference and may be wholly disregarded. If we penetrate the union's outer surface, however, we immediately find that it has one characteristic that distinguishes it very clearly from all other associations with which we are familiar, except, perhaps, a few which I shall speak of in a moment. This one distinguishing characteristic is the labor union's fundamental principle, combination of competing wage-earners for collective bargaining with wage-payers. Now the real essence of this principle is combination of natural competitors, and we may wholly disregard the modifying words, "wage-earners" and "wage-payers," which serve only to give a particular application to the general or essential principle. When, however, we decide to regard the essential principle alone, we find ourselves obliged to class with labor unions certain other associations which also have it as their foundation. Trusts, mergers and associations of merchants or manufacturers which, by concerted action of natural competitors, attempt to influence the course of the price of any commodity, have this principle of combination of natural competitors as the basis of their principal usefulness just as do labor unions. These associations of capitalists are, therefore, fundamentally like labor unions, and if we neglect unessential peculiarities such as form of organization and social status of membership, as we ought to do, we shall have to place them in the same category with labor unions, and, moreover, regard them as true exponents of unionism.

A moment's consideration of the broad principle of combination of competitors upon which unionism is based will show that its real meaning and purpose is restricted competition. It is clear, then, that unionism is simply a scheme of repression of competition, in which case it is a fair inference that the proximate cause of the sudden upgrowth of unionism in this country was a widespread feeling among our people about ten years ago that competition was too free and should be restricted. Let us see whether history corroborates this inference.

The beginning of the startling growth and multiplication of labor unions was nearly coincident with the appearance of trusts in numbers, the one occurring but a few months at most after the other. Now for a period of about fifteen years before the inception of this general movement toward unionism prices of commodities in this country had been falling almost continuously, and the profitableness of business had been constantly diminishing. During the first four or five years of this period little or no unusual attention was paid to the steady decline of prices because it was neither extraordinary nor unexpected. Before the end of the next five years, however, the continued downward course of prices began to cause comment. Business men often spoke of it to one another in their every-day intercourse, and a general informal interchange of opinions as to the reason why prices should continue to drop and profits to shrink took place. The gist of these opinions most commonly was that shrinking profits and falling prices were a direct result of the tremendous and growing competition of capital resulting from the enormous accumulation of wealth in this country. This plausible theory found general favor in spite of its discouraging features, and I think it may be safely said that before the coming of the acute financial panic of 1893 most business men had become resigned to the gradual narrowing of the margin of profits and the constant weeding out of small concerns in the belief that these developments were natural and inevitable. Then came the awful industrial depression following President Cleveland's alarming procla-

mation of danger in the continued coinage of silver, and business became wholly unprofitable, even that of large concerns whose advantages were most numerous. This development seemed to create a general feeling among business men that their limit of endurance of free competition had been reached, and that something must at once be done to relieve the situation of the intolerable pressure of capital seeking investment. Thereupon began a movement to consolidate the capital of enterprise in large aggregations, in order that it might be better controlled and prevented from destroying its own earning power, and the merger and the trust came into being. This phase of unionism, then, it is clear, was the direct result of a widely accepted belief that competition was too free and should be restricted. Now the trust movement instantly attracted the attention of workingmen, and soon influenced them in two ways. For many years before they had been importuned by unionists to form and join unions, and had been constantly assailed by arguments in favor of restriction of competition tending to show the advisability of all wage-earners entering into combinations. They were, therefore, very familiar with the doctrine of combination of competitors and perhaps may be said to have been so nearly ready to accept it before the appearance of trusts that the example of business men forming combinations was the only thing needed to precipitate an avalanche of workingmen into unions. Then, too, the combination of employers in trusts probably suggested to workingmen the necessity of more thoroughly organizing employees and caused many wage-earners to become union members. Thus we see that history bears out our inference that the proximate cause of unionism's sudden upgrowth was a wide-spread feeling that competition was too free in this country and should be restricted.

Our task now becomes more difficult, for, since we are seeking the real cause of the upgrowth of unionism, we must go beyond the merely proximate cause, which we have already found, in order that we may, if possible, reach something more fundamental and more satisfying than a simple prevailing belief which may or may not have been grounded in truth. It is next in order, then, to attempt to ascertain whether the belief that competition was too free was right or wrong, and the only way we can do this is by first determining how free competition ought to be. We are now face to face with the most important economic question the world has ever known or perhaps ever will know, a question which involves the whole future of mankind, and which is more and more loudly demanding an answer from all civilized peoples every day. Unionism presents it, socialism presents it, anarchism presents it. It is the real question involved in governmental and municipal ownership, in governmental interference in commerce, in the regulation of money, in the laying of taxes, in the growth of corporations. Civilization itself depends upon its solution, and, if fate should decree that it shall finally be wrongly answered,—and it bids fair to be so answered—one might easily lay a good foundation for a reputation as a true prophet some thousands of years hence by recording indelibly somewhere a prediction of the coming of another dark age.

The problem of the proper extent of the freedom of competition has been earnestly studied by all political economists and social philosophers, most of whom have reached solutions of it satisfactory to themselves. Unfortunately, however, these solutions are not all alike; in fact, nearly all are different. They range through all the distance between the solution of the anarchist and the solution of the extreme socialist, from demonstration of the propriety of perfect and absolute freedom of competition, a condition which precludes entirely the control of government and human law, to the demonstration of the necessity for the complete absence of economic competition, a condition requiring an infinitude of laws and the exact conformity of every individual to

a composite type of producer. In such a situation it is probably useless to try to find the right solution by any method of selection more simple than that of solving the question for ourselves, and, inasmuch as this method of selection is impracticable for us to-night, I shall simply endeavor to set before you the conclusions to which my own study of the question has led me, together with a rough outline of their underlying reasoning.

The proper answer to the question of the freedom of conception is, in my opinion, that it should be as great as it is natural for it to be,—in other words, that competition should be natural. But what is natural competition? Let us see.

A natural thing is one that is governed solely by natural laws. This axiomatic truth indicates that natural competition is competition that is wholly free from the control of human law. Now, inasmuch as competition is but the conflict of individual efforts, this proposition seems to be a very simple one, justifying the quick inference that natural competition precludes the existence of all human laws because all human laws seem to control individual efforts in one way or another. Its simple appearance, however, is found upon closer examination to be deceiving, for in reality the proposition warrants only the inference that some laws may be incompatible with natural competition, it being entirely evident that among human laws there may be some that are so perfectly in harmony with natural laws as to be but expressions of them, as, for instance, would be a law forbidding the stunting of children, as well as some that infringe the laws of nature, as would a law compelling children to be stunted. If, therefore, we wish to know what natural competition is, we must first classify all human laws according to their conformity or non-conformity to natural laws, and then consider the conditions that would be created by abolishment of all laws not in accord with natural laws.

What we call the laws of nature are in reality the laws of the forces of nature, as, for example, the law of gravity is the law of the force of attraction between molecules, and, of course, every force of nature has its law. Now every phase of nature is a natural force, for the reason that it is causative and contributes to the result of all natural forces which we call nature, wherefore we may say that every phase of nature presents a natural law. This being true, human nature, which is a phase of nature, presents a natural law, and, it being evident that this law of human nature is the only natural law which man can infringe, and our inquiry having to do with the infringement of natural laws, it is evident that we ought to understand this law thoroughly, at least in so far as it has to do with the social relations of mankind.

Human nature itself is manifestly that which appears in every human being and only that, just as tree nature is that which appears in every tree and nothing more and as the nature of water is that which appears in every drop of water and naught else. Now it is clear that the forces of human nature that is involved in social problems are that of the desires that are common to all men, and a little reflection will show that these common desires are the desire for life, the desire for liberty or independence and the desire for individual ownership of that which the individual himself produces. All these are as much a part of human nature as are the forces behind man's physical growth and development, and we may, therefore, say that the social law of human nature is a composite law made up of three prime laws: the law of human desire for life, the law of human desire for liberty, and the law of human desire for property. It follows, then, that all human laws which protect the life or liberty of men or the right of the individual to possession of what he produces are so fully in harmony with natural laws as to be in effect simple expressions of them and may themselves be said to be natural. Therefore, we may conclude that such laws cannot interfere with natural competition and that they are compatible with it. On

the other hand, since no other laws than these are manifestly grounded in every instance of human nature, we must also conclude that all laws other than those which protect the life, liberty and the property of men are incompatible with natural competition and must be abolished before natural competition can exist.

If we consider the nature of the laws of this country carefully, we shall see that certain ones of them, instead of being in perfect harmony with the social law of human nature, infringe upon both the individual's natural freedom and his natural property rights, for it is clear that all laws which in any way limit the freedom of exchange, limit also the individual's liberty and his ownership in what he produces, and it is also evident that many such limiting laws exist in the United States. One such law is that which imposes taxes upon imports. Others are those which levy taxes upon articles of commerce, such as our internal revenue laws. Others, still, are those which limit exchange directly, such as prohibition laws and laws determining the hours of labor of working people. Again, others, most important of all, are those which determine what our money shall be. All of these laws, and probably many others of minor importance, invade the natural right of the individual to liberty and property ownership. All work in the same way, and all tend to bring about similiar results. If we take the most important of them, those which determine what our money shall be, and consider their influence, we shall probably be able to get a fair conception of what abolishment of them all would mean and of the advantages which natural competition promises.

All money laws affect the distribution of wealth. This proposition may be demonstrated in the following manner: All money laws directly affect the production of money,—for example, our own money laws affect the production of money by confining it within the production of gold,—and the production of money affects the relation of money to other things, and this relation determines both the price of money and the average price of other things; wherefore, it is clear that all money laws affect the prices of all things; and, since the prices of things determine their relative values, we may conclude that all money laws affect the relative values of possessions and the distribution of wealth.

This being true, it is obvious that unless money laws are in harmony with natural laws, the distribution of wealth must be unnatural. Now money laws can be in harmony with natural laws only when they protect, and do not infringe, the natural rights of the individual, and since it is clearly a natural right of the individual to produce money as well as other things of use to to him, it is evident that, unless money laws protect the right of every individual to produce money, the distribution of wealth must be unnatural and unfair.

In this country money laws have never protected the right of the individual to produce money (probably because of a prevailing but wrong idea that such protection is impracticable), and the consequence has been continual unfair distribution of wealth, resulting in monstrous contrasts between the material acquisitions of men. With a perversity that seems almost fatal, our legislators have always contrived to enact money laws that have caused a continual, irregular and violent see-sawing of the value of money and the price of other things, which has made all industry a gamble, with the chances heavily in favor of venturers with fat purses. By reason of these laws the average price of commodities has alternately risen and fallen to a wholly unnatural extent, and the process of first encouraging enterprise and then shaking its fruits into the laps of those who through mere possession of surplus wealth are able to withstand business stress has been continually repeated until the bulk of the wealth of the country is in the hands of a very few men instead of being fairly distributed as it naturally should be. Had our money laws been so contrived as to permit the production

of money to follow the same laws that govern the production of ordinary commodities, there can be no intelligent doubt that the relation of money to commodities would have been much more nearly constant than it has been, the value of money and the average price of commodities would have seesawed much less violently, and the power of wealth would have been much more nearly natural and fair; but not having been so contrived they have caused the value determining relation of money to other things to change continually and violently and have given to wealth an influence exaggeratedly cumulative and therefore unnatural and unfair. In direct consequence of this exaggeratedly cumulative power of wealth all sorts of combinations and alliances have been entered into by owners of capital in a mad scramble for the unearned advantages of mere accumulation of wealth, and these have in the to-be-expected course of events served but to emphasize the growing hopelessness in the industrial situation for the ambitious worker without capital and to spread far and wide a feeling of discontent that is ominous to an extreme.

In a similar way it may be shown that all others of our laws which in any way have interfered with the natural workings of exchange and competition have caused unfair distribution of wealth and sown the fruitful seed of social disintegration, and in a similar way it may be shown that every possible law which would go beyond protection of man's natural rights to life, liberty and property would invade these natural rights, be unjust and bring about unnatural distribution of wealth. For these reasons it seems clear to me that competition must be natural to be good, that competition when natural conduces to the uplifting of humanity through the straightest and smoothest path and that abandonment of natural competition is always productive of evil and always extremely unwise.

It is now possible for us to decide intelligently the question of the real cause of the upgrowth of unionism in this country. We have found that the proximate cause of unionism's sudden spring into prominence was a prevailing belief that the competition which had been ruling for many years before the appearance of trusts and labor unions in numbers was too free and needed restraint, and we have also found that competition in this country has never in reality been free enough to permit the distribution of wealth to be natural and fair and that the very distress which engendered the voluntary restraint of competition involved in unionism was itself the product of restraint of competition and not at all the result of competition that was too free. We are, therefore, justified in concluding that the prevailing distrust of free competition which brought unionism about was unwarranted and that unionism really sprang from unnatural restraint of competition through a careless popular misconception of the workings of competition. We should also be justified in concluding that, unless there shall soon be a public and general controverting of the belief that what are in reality the effects of restricted competition are due to competition that is over-free, we shall in the near future be irrevocably committed to progressive socialism and to its logical final outcome, complete social disintegration and anarchy.

A. W. WHITCOMB.

MEMORIAL SERVICES TO CONGRESSMAN HOAR.

ON Sunday, February 10, memorial services were held in the National House of Representatives on the death of Congressman Rockwood Hoar, from the 3d Massachusetts District, with speeches by members of the Massachusetts delegation, also by Mr. Houston of Tennessee, Mr. Parsons of New York, Mr. Chaney of Indiana, Mr. Murphy of Missouri, Mr. Macon of Arkansas, Mr. Bennett of New York and Mr. Butler of Tennessee.

In the Senate memorial services were held Saturday, Feb. 23, with addresses by Senator Henry Cabot Lodge and W. Murray Crane of Massachusetts, and Charles Curtis of Kansas. The remarks of Representative Charles G. Washburn of Worcester, Congressman Hoar's successor, and Senators Lodge and Crane, are here printed:

Congressman Washburn.

Coming here as the successor of Rockwood Hoar, I am glad to speak of his life on this occasion in the place where his last work was done and where he is so much beloved.

We were nearly of the same age; we were both born in Worcester; we had the same friends; we were graduated at the same college.

As a boy he was manly, generous, chivalrous, fond of study, active in sports—ambitious to excel in whatever he undertook. His ideals were of the highest, and the characteristics of the boy remained the characteristics of the man.

His death not only terminated a useful life, but removed from the rolls of public men a name that from colonial days has had a conspicuous place in the Commonwealth of Massachusetts and in the nation.

Concord was the home of his family, a town rich in its associations with our history, our literature, and our philosophy.

In 1775, "on the 19th of April, the curtain rose on that mighty drama in the world's history, of which the quiet villages of Lexington and Concord were the appointed theatre."

Here lived and wrote and talked Emerson, Thoreau and Hawthorne. Here Samuel Hoar was born in 1778, of whom Emerson said, "His character made him the conscience of the community in which he lived."

Samuel Hoar's father, two grandfathers and three uncles were at Concord Bridge, in the Lincoln company, of which his father was lieutenant.

He was distinguished among the great lawyers who then adorned the Massachusetts bar. The Commonwealth selected him to test in Charleston the constitutionality of certain laws of South Carolina relating to the imprisonment of negro seamen, but the temper of the times prevented the carrying out of the purpose.

Harvard College chose him to protect its interests when the Legislature sought to change its corporate form, and of his service then President Walker said: "Other men have served the college; Samuel Hoar saved it."

He was a member of the Massachusetts Legislature, and was for one year in Congress, succeeding Edward Everett for the Middlesex district in 1835.

In 1812 Samuel Hoar married a daughter of Roger Sherman of Connecticut. His three sons were all lawyers. Edward, after practicing for a time successfully on the Pacific coast, came back to Concord to spend his remaining years in his garden and among his books. Ebenezer Rockwood filled a large place in the public affairs of Massachusetts and of the nation. He was

a great lawyer, was judge of the Court of Common Pleas, justice of the Supreme Judicial Court, attorney-general in Grant's first Cabinet, and member of Congress. Lowell well described him when he said:

The jedge who covers with his hat
More wit and gumption and shrewd Yankee sense
Than there are mosses on an old stone fence.

The third son, George Frisbie Hoar, was born in Concord in 1826 and moved to Worcester in 1849, for the reason, as he has said, that—

That city and county were the stronghold of the new anti-slavery party, to which cause I was devoted with all my heart and soul.

Here, in 1853, Mr. Hoar married Mary Louisa Spurr, a woman of great personal charm, who died in 1859. Her grandfather, Gen. John Spurr of Charlton, Mass., was one of the Boston Tea Party. Her mother was descended from Rev. John Campbell, the first minister of Oxford, Mass., whose line runs back to the early Scottish chiefs, and among her ancestors are men who served in the colonial wars and in the War of the Revolution. A brother of Mrs. Hoar, Thomas Jefferson Spurr, a graduate of Harvard University, received a commission in the Fifteenth Regiment of Massachusetts Volunteers, was wounded at Antietam, and died in September, 1862, of whom it was said: "He was loving and tender and brave and heroic." Of such an ancestry Rockwood Hoar was born in Worcester, Aug. 24, 1855.

He prepared for college in the public schools of Worcester, and entered Harvard in the class of 1876. This was the college of his family, of which Leonard Hoar was an early president, where many of the name had graduated, and on whose governing boards his father, uncle and cousins had served at different times. Rockwood was an excellent student, serious minded, and a considerable reader, greatly liked by those who knew him well, and respected by all his classmates. He had great pride in the achievements of his family, and an earnest desire to do his part in maintaining the high standards for which the name had always stood. After graduation he read law in his father's office in Worcester, and later was graduated from the Harvard Law School in 1878, and was admitted to the Worcester County bar in 1879. He at once entered upon the general practice of the law, and always held a prominent place at the bar. He was Assistant District Attorney for Worcester County from 1884 until 1887, and was District Attorney for two terms, from 1899 until 1905. He performed the duties of this important office in a spirit that was just, generous and sympathetic. He was Councilman in the city of Worcester for four years, ending in 1891, during which year he was President of the Council.

He was an aide-de-camp on the staff of Governor Oliver Ames from 1887 until 1890, and judge-advocate on the staff of Governor Roger Wolcott from 1897 until 1900, and during the Spanish War was chairman of the board charged with equipping the Massachusetts troops.

He was always prominent in the educational, literary and church life of the community in which he lived, and rendered faithful service in governing boards of the public institutions of the State. Like his father, he could always be relied upon to champion the cause of the weak, the unfortunate, and the oppressed.

In his home life he was at his best, most tender and affectionate in his relations with his family.

It was with the deepest satisfaction that he entered upon his service in Congress. It began just as the long and distinguished career of his father ended. Possibly a consciousness that much was expected of him may have stimulated him to efforts too great for his physical strength. I know that when engaged in his committee work of the revision of the statutes he said to a friend, who urged him not to overtax himself, that his uncle, when in Congress, had been occupied in the same work, and that he considered it a great honor to have an opportunity to participate in it. Of his service here others will speak; that it was of a char-

acter highly satisfactory to his constituents is evidenced by the fact that he was renominated without opposition.

Mr. Hoar was taken ill in September and died November 1, the progress of his disease, tumor of the brain, being beyond the power of human skill to stay. His two cousins, sons of Judge Ebenezer Rockwood Hoar, have died within a few years—Sherman, in 1898, who served in the Fifty-second Congress and was United States attorney for the Massachusetts district, whose labors in behalf of our soldiers returned from the Spanish War induced the disease which ended his life at the early age of thirty-eight; and Samuel, a lawyer of great attainments and reputation, a fine type of rugged American citizenship, who died in Concord less than three years ago in his fifty-ninth year. Of this great race of patriots, lawyers, statesmen and scholars, Rockwood Hoar was the last of the men of his name and generation conspicuous in the affairs of his State and of the nation.

Senator Lodge.

Only two years ago I spoke here in commemoration of the life and services of my revered and distinguished colleague, Senator Hoar. To-day I am called upon to perform the same sad service in honor of his son, who died last November, after much suffering, at his home in Worcester. Senator Hoar died in the fullness of years, after a service in Congress covering more than the lifetime of a generation. Rockwood Hoar died in the prime of life, just as his public service here was beginning. He was the last of his generation, and for the first time in more than seventy years there is no man of his name and family in the public life of Massachusetts, and for the first time in more than forty years there is no one of his race representing Massachusetts in either House of Congress.

Rockwood Hoar felt always the responsibility of this tradition of public service which belonged to his family from the seventeenth century down to the present time. He graduated from Harvard, worked hard at his profession, where he won early distinction, was occupied with all the cares and pleasures which an active life and a happy home imposed upon him; but the call to do his share of public work and play his part in the life of his time, that call which came to him out of the past, inseparable from his "birth and state," never fell upon dull ears. He responded to every command, whether in city or in state. He served on the staff of two governors, and did hard and much-needed work in that position during the Spanish War. He was elected District Attorney for his county and achieved there great success, bringing to the office the untiring industry and exacting conscientiousness which were among his most conspicuous qualities. Then he was elected to Congress, and had just begun to show here the same ability and earnestness which he had exhibited in other fields when he was taken from us and from the public service which he so valued and enjoyed, by an untimely death.

Rockwood Hoar was endowed with all the attributes of mind and character which a representative of the American people should possess. He was a thorough American, born and bred in Massachusetts, where his ancestors had lived and worked for more than two hundred and fifty years. Love of country, patriotism in its highest sense, was born with him, was his inheritance, was bone of his bone and flesh of his flesh. He was well trained, well educated, well read, a sound and able lawyer, a man of entire honesty and courage, of sensitive honor and unblemished character. With all these qualities of mind and heart, his success in the larger field of public usefulness just opening before him was assured.

I have spoken of Mr. Hoar only in his public capacity, as it is fittest to speak here and on this occasion. But I cannot refrain from expressing my own sense of a great personal loss in the death of one for whom I felt an affection which I like to think was returned. I had known Rockwood Hoar for many years, but our meetings

had been casual and at long intervals. Recently, however, circumstances had brought us closely together, and the intimate relations I had had with his father were transferred to the son. Then I came to realize fully his many fine qualities and to feel how worthily he maintained and, if his life were spared, how finely he would illustrate the honored and historic name he bore. It was to me a great gratification to be associated with him here in Washington, to see him starting so fairly to fulfill all the hopes which those who knew him best cherished for him. But that future was not to be his. "He has outsoared the shadow of our night," and we can only in halting words express our sense of the loss which has come to the country and to the State which commanded his devotion, and of the sorrow which has befallen his friends—the only sorrow he ever caused them.

Senator Crane.

Rockwood Hoar served but one session in the House of Representatives. The tributes paid to him by his associates show that during that brief time he had not only won their affectionate regard, but had impressed them to a remarkable degree with his industry, ability, and sterling worth. They have spoken with tenderness and evident sincerity of his lovable personality, of his courage and spirit of independence, of the high ideals which governed his life, and of his unyielding devotion to duty. Mr. Hoar was fitted by education and by capacity for work for the position to which he was chosen by those who knew him well and among whom all his life had been spent.

He was nominated unanimously by the Republicans of the 3d Massachusetts District as their candidate for Representative in Congress in 1904, and elected by a large majority. The fact that two years later he was again nominated without opposition showed how satisfactory his service had been to his constituents, and gave reasonable assurance that he would have had an opportunity for extended service in a field that was so attractive to him and where he could have been relied upon to do faithful and efficient work.

He took great interest in everything pertaining to the welfare of the region in which he lived. He could always be depended upon to give freely of his time and ability, not alone in official positions, but wherever he saw that he could be of use to the city and county of Worcester. For four years he was a member of the City Council, and during the last year of such service was President of that body. From 1899 to 1905 he was District Attorney of the County of Worcester, and had formerly served for three years as its Assistant District Attorney. He brought to the discharge of his duties in these positions thoroughness and painstaking effort, and exhibited at all times that courage and independence which so impressed his colleagues in the House of Representatives during his brief service with them.

He was also interested in military affairs and was an aide-de-camp on the staff of Governor Oliver Ames from 1887 to 1890. Seven years later he accepted a position on the staff of Governor Roger Wolcott as judge-advocate.

Rockwood Hoar was descended from men who had rendered distinguished service to State and nation. It was just at the end of his father's long and illustrious life that he became a member of Congress. He was naturally ambitious and rejoiced in the opportunity which had come to him to bear some part in shaping national legislation. His friends knew that he was well equipped for the work which he undertook with so much satisfaction and enthusiasm. They hoped that he was entering upon a career of usefulness and influence. His untimely death has prevented the realization of these hopes, and has brought sorrow to the people of Massachusetts, whom he was so anxious to serve.

REVIEW OF THE MONTH.

THE subject of industrial education has held a prominent place in the public attention during a rather uneventful month in Worcester. An important petition is now under consideration by the city government, which, if favorably acted upon, will result in the appointment of a commission to investigate the advisability of establishing a trade school in this city, according to the plan provided in the statute recently passed authorizing cities to establish such schools, which will be supported equally by the cities and by the Commonwealth. The petition, which was presented to the City Council by a committee representing several organizations interested in promoting the industrial welfare of the city, including the Board of Trade, was endorsed by a large number of prominent citizens representing all walks of business, educational and professional life. The petition was signed by Milton P. Higgins, John R. Back, Charles F. Marble and George I. Alden. It read as follows:

To the City Council of the City of Worcester.

"Whereas, the Commonwealth of Massachusetts has enacted a law, known as 'an act to establish the commission on industrial education' (Act, 1906, chapter 505), whereby such a city as Worcester may be reimbursed for one-half of the annual amount expended for the maintenance of independent industrial schools; provided such schools are established and conducted under the approval of the State Commission of Industrial Education.

"The undersigned, residing in the city of Worcester, a committee representing the Worcester Public Education Association, the Worcester Board of Trade, the Worcester County Mechanics Association, and the Worcester Metal Trades Association, most respectfully petition your honorable board.

"To authorize the appointment by his Honor the Mayor of a local commission on Industrial Education, to consist of nine members, citizens of the city of Worcester, who are known to be interested in industrial education, and are familiar with the manufacturing and mechanical needs of the city of Worcester, whose duty it shall be to confer with the State Commission on Industrial Education, and report to the honorable City Council a plan with estimates and details for an industrial school for boys and girls in Worcester; and in case a plan is adopted by the city the said local commission, under the direction of the State Commission on Industrial Education, shall represent the city in carrying out these plans.

Since the beginning of the year Worcester has experienced a considerable religious agitation, two important revivalistic movements having been carried through to the general interest of citizens and the apparent satisfaction of those responsible for the campaigns. The Paulist Fathers have conducted a mission for non-Catholics, in St. Anne's Church, which was very largely attended, and the lectures were listened to with no small degree of interest. The Paulists are the chief proselyting and revivalist order of the Catholic church, and their members are always men of deep erudition. The discourses were marked by profound scholarship, especially of the polemical order, and the mission was successful from the point of view of its promoters.

This mission was closely followed by a widespread revivalistic campaign participated in by all the Protestant denominations of Worcester, and conducted on a larger scale than anything of the kind ever witnessed here in many years. The Rev. J. Wilbur Chapman was the leading figure in the movement, which included in its programme

meetings in scores of Worcester churches, and unnumbered smaller meetings in homes and business places. Very large audiences listened to the revivalists in theaters, halls and public audience rooms of various sorts, and a deep religious agitation resulted.

Dr. Chapman was assisted by the Rev. Dr. Henry Ostrom and several other well-known revivalists, while the pastors of many Worcester churches made special efforts to co-operate with the movement. The services of not less than 1000 Protestant laymen were enlisted as ushers at the various meetings, as leaders of home meetings and in various other capacities as assistants in the work. The movement lasted three weeks and was very highly regarded as to its results by the evangelists who headed the campaign.

One of the features of the revival was the work of Mr. and Mrs. William Asher, who conducted revival meetings in a number of Worcester saloons, where they were greeted with courtesy and consideration, and listened to with respectful attention.

The epidemic of diphtheria in Worcester has continued, despite all efforts of the health authorities to stamp it out, although not in a form to cause unusual alarm. The disease is bound to be prevalent in all cities, especially during such an unfavorable winter as this has been, but the number of cases here during the past seven months has been extremely large. Fortunately, the type of disease is not a very malignant one, and many of the cases are very mild. The death rate from the disease has not been high enough to cause extreme apprehension. The isolation hospital has thus far been able to accommodate all who have needed its benefits, and the manner in which the epidemic has been handled has reflected great credit upon the city and upon its health department. Few cities of the size of Worcester would have been able to cope with such unusual prevalence of contagious disease with as little difficulty. Owing to the large number of cases occurring among juvenile patients in Memorial Hospital, it has been found necessary to close that institution to new patients for a time, but in all probability the quarantine will soon be removed.

There are said to be strong indications that the transportation facilities of Worcester will soon be increased by the establishment of a trolley express and freight service over the Boston & Worcester system, which road is said to be arranging an agreement with the New York Central officials to run trolleys over the Boston & Albany tracks from Newton Highlands to Park Square station, in the event of the Central carrying through its scheme for taking the Park Square structure for a terminus, and electrifying the Brookline circuit tracks for suburban traffic. Surveys have already been made for a location to connect the Boston & Worcester with the Brookline circuit, and if this is done, the officials of the Boston & Worcester say cars can be run from Worcester to Boston in ninety minutes. While the absorption of the Boston & Worcester by the New York Central system has been prophesied for several years, events of the past month indicate the likelihood of the deal being completed in the not-distant future more strongly than anything that has preceded them.

The proposition to change the causeway at the Lake into some more attractive form of bridge received an effective quietus this month when the petition introduced into the Legislature by Representative Alonzo F. Hoyle of Ward 2 was withdrawn by him after it became apparent that the action for which it asked could not be taken without exposing the city to serious danger of legal complications. The petition asked that the Worcester County Commissioners be authorized to build and maintain a bridge across the Lake, but it was found that if such action were taken, the rights of the city in the causeway might be jeopardized and the petition was withdrawn.

Despite the final confirmation of the new Chief of Police, matters in the Police Department have, to an extent, been unsettled during the last month, and there is still uncertainty as to what promotions will be made following that of Captain Matthews to be head of the department. Lieut. James T. Johnson was promoted to be captain and was promptly confirmed. After a private hearing on the charges against Sergts. Thomas McMurray and Walter N. Drohan, and several patrolmen, in connection with the Exchange Hotel scandal, these officers were found not guilty of any serious breach of department rules, and Sergeant Drohan has been nominated lieutenant at Station 1.

If Mayor Duggan has his way about the matter, the Chief and Deputy Chief of the Police Department will continue to hold their offices on a life tenure, or during good behavior. An order was passed by the city government providing five-year terms of office for both these officials, the appointments to be made in February, but the Mayor vetoed the order and there seems to be little likelihood that it can be passed over his veto.

Worcester has had a week of unusual interest to automobilists this month, when a very successful auto show was held in the Armory, with a very large display of handsome cars of many makes, and other features of special interest that drew large crowds. The event was supplemented by a military carnival, and the proceeds benefitted the treasuries of the local militia companies materially. Great public interest was manifested in the exhibit of 1907 models of auto vehicles of all kinds, and a number of important sales were made.

Two extremely sad events this month have stirred the sympathies of all classes of citizens. The death of Alderman Harry L. Stockwell, which occurred on Thursday morning, Feb. 28, after an illness of only three or four days, brought a deep feeling of gloom to many official, business and social circles all over the city, the alderman having been extremely well known and universally respected in Worcester.

Earlier in the month the tragic death of Mrs. Luther Connah Brown, wife of the vice-president and manager of the Denholm & McKay Company, aroused deep public sympathy. Mrs. Brown was terribly burned late in January by the explosion of an alcohol lamp in her home at 31 Sever Street, and for fifteen days lay in great suffering, making a valiant fight for life that aroused general public interest and sympathy. Her death evoked unusual expressions of sorrow and condolence for the bereaved family from many sources.

The death of Alderman Stockwell removes from the city government one of its most promising members. Alderman Stockwell had never held public office before this year, but in his short term as alderman had displayed qualities which made him respected by his associates and constituents, and seemed to indicate that his political career might be an extended one. A week before his death Alderman Stockwell went, with a committee of which he was a member, to view some schoolhouses for the repairs of which an appropriation had been asked, and on that occasion he took a severe cold. Two days later he was compelled to leave his desk in the office of the Evening Post, of which newspaper he was business manager, and go to his home. He immediately developed double pneumonia, and in a few days was dead. His funeral on Saturday, March 2, was largely attended, and expressions of the respect and esteem in which Mr. Stockwell was held came from scores of prominent citizens. Mr. Stockwell had spent the chief part of his business life in Worcester, having been for many years employed in the business office of the Worcester Telegram, of which paper he became business manager, a position he held for a number of years. He became business manager of the Post less than a year ago. He was a Mason of high rank, and was generally esteemed for his high business character and reputation and for his extremely pleasing personality.

THE WORCESTER MAGAZINE

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Magazine and Municipal Comment.
Worcester's Newest Office Building.
Review of the Month.
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Board of Trade Notes.

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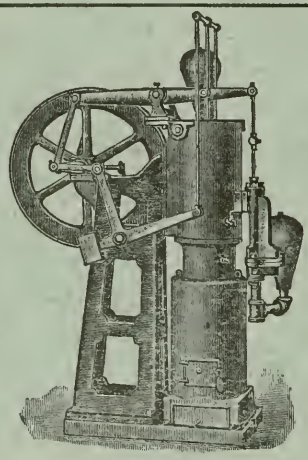

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THE SLATER BUILDING.

The Worcester Magazine.

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This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

Board of Trade Banquet Plans

The annual banquet of Worcester Board of Trade takes place in Mechanics Hall on the night of Thursday, April 25. The speakers will be Hon. Joseph G. Cannon of Danville, Ill., speaker of the National House of Representatives; Hon. John Barrett, director of the International Bureau of American Republics; Hon. Curtis Guild, Jr., governor of Massachusetts, and Hon. John T. Duggan, mayor of Worcester. The reception takes place in Washburn Hall at 6.30 o'clock, and the dinner will be served promptly at 7 o'clock.

Speaker Cannon will be the guest of Congressman Charles G. Washburn while in Worcester, Hon. John Barrett will be entertained by Principal D. W. Abercrombie of Worcester Academy, from which institution Mr. Barrett was graduated, and the students of which he will address on the afternoon of April 25. Governor Guild will be entertained by President William A. Lytle of the Board of Trade. The guests at the head table will number twenty-seven, including the members of committee on meetings and receptions, of which Mr. Irving E. Comins is chairman. There will also be at the guests' table the ex-presidents of Worcester Board of Trade, Congressman Charles G. Washburn, Dr. Abercrombie, who will accompany Hon. John Barrett, and several others who have not yet been selected. The directors of the Board of Trade will have their customary seats near the guests' table. The members of the Board will have seats on the floor of the hall, the plan of other years, the tables grouped, being carried out this year. The banquet is complimentary to members, and the price of guests' seats has been fixed by the committee at $2.50 each. As the membership of the Board is sufficient to quite fill the hall, it will be necessary to hold the distribution of guests' seats until after the members have had opportunity to be cared for, and then they will be disposed of in the order the application is received, they being numbered and held in the office of the secretary. The distribution of seats to members will begin Monday morning, April 15, at 9 o'clock, at the office of the secretary of the Board of Trade, and seats will be assigned by the secretary in the order of the request, to members who do not apply in person. The chart showing plan of seats will be held open to members one week, and on Monday, April 22d, seats will be assigned to guests.

Music for the banquet will be furnished by the Board of Trade Glee Club, and the Worcester Brass Band has been

engaged and will be stationed in the west gallery and will give selections during the dinner. It will also play national airs as the guests are marching into the hall, and Speaker Cannon will be given a rousing reception as he takes his seat at the guests' table. As correspondence has been received from Speaker Cannon within a short time, it is settled definitely that he will be present at the banquet, and writes that he is looking forward to his visit to Worcester with a great deal of interest. The subjects of the speakers have not yet been forwarded, but it is known that Mr. Barrett will speak on the trade relations between the United States and the South American republics. The galleries will be reserved for the public, but the committee has not fixed the price of admission; but these particulars will be given in a circular to be sent to members of the Board early in the week beginning April 8.

Mrs. Dodge's Gift Appreciated

Mrs. Thomas H. Dodge has recently presented the Natural History Society with the Reed collection of birds. This gift is in line with many similar acts of both Mr. and Mrs. Dodge, whose liberality are well known. For this gift she has received many letters from public-spirited men prominent in educational lines, and from various organizations which appreciate any act which tends to promote the betterment of a city. In recognition of this kindness on the part of Mrs. Dodge, President W. A. Lytle of the Worcester Board of Trade contributed the sentiment of that organization, from which is taken the following paragraph:

"It is with a feeling of extreme satisfaction that I write you on behalf of the Worcester Board of Trade to thank you for the recent gift to the Worcester Natural History Society of the Reed collection of Worcester County birds. This, with many other gifts made by yourself and your good husband to the city and its institutions, is appreciated, not only by this organization, but by the entire city, all of which has been in the interest of education along some line. As an educational factor, this latest gift is of significant value, and while it is to be regretted that the association receiving it has not a suitable home in which to display it, it is hoped that in the near future some provision will be made toward this end.

"The Worcester Board of Trade, naturally interested in the progress of the city along every line, views with extreme satisfaction gifts from its people, which means the perpetuation of a family name. I wish there were more of the generous-hearted people in the makeup of Worcester's citizenship to contribute to its educational development, and it is a source of great satisfaction to note the liberality that you and your husband have shown in not only this, but other occasions."

Worcester's New Skyscraper

Worcester's second high building, or sky-scraper, commonly called, is the property of the Slater estate, and is now being constructed on Main, Pearl and Elm Streets, in the business centre of the city. It is to be about 135 feet high, ten stories, with a frontage of about 112 feet. The building construction is Milford pink granite, buff Bedford Indiana limestone, glass in its most liberal use, ornamented iron work, while the great frame is of steel. The Indiana limestone is a new material to be used in Worcester to any great extent. It is attractive, durable and smooth finish. The trimmings of the new First Baptist Church are of Indiana limestone, and Hotel Somerset, in Boston, is entirely of this material. Architecturally, this building is to be one of the most attractive in New England, resembling in some respects its sister structure, the State Mutual building. It will not have that massive appearance by reason of the material to be used on the section from the third to eighth floors, smooth, buff-colored limestone giving it a more graceful appearance. It is to the credit of the builders that a Worcester architect was selected to give to the city a design for one of its greatest structures.

It will be constructed by a Worcester builder, which is another recognition of the city's worth, and it will be in every sense of the word a Worcester building —created, designed and built by Worcester people. The representation of this latest business block in the Magazine is from a water color made by the architects, and which has been on exhibition for several days.

Planning for Carnival Week

Worcester Merchants Association is fathering a carnival week movement, which, if carried out, will bring to Worcester during June many visitors from the surrounding cities and towns, and prove a splendid advertisement for this exceptionally prosperous city. The original idea was conceived several years ago in what was termed "merchants' week," in which the large department and other stores contributed to a successful affair of that kind. That week was more of a decoration and sale, while the proposed carnival week provides for entertainment for visitors to the city for three or four days the middle or latter part of June. It is designed to have a military parade, civic parade, an electric parade at night, band concerts one or two nights, special features at the Lake and the White City, the main purpose of the whole scheme being to attract people to Worcester for trading purposes, and at the same time making it sufficiently attractive to bring them here. Boston is planning an "old home week," and Providence is planning a carnival of some sort during the summer season, when the resorts are wide open. It is only natural that Worcester, with its up-to-date methods, should get in line with these other cities and do its part to keep the people from doing their trading with either Boston or Providence. Worcester is sufficiently capable and has the goods sufficiently attractive and at reasonable prices to divert the trade which ordinarily would drift to the east or south of us. It belongs to Worcester, and Worcester merchants have a right to go after it, even at a cost of several thousand dollars in the way of a carnival.

Worcester's Loss by Death

Within the past few weeks Worcester has lost by death several of its prominent citizens. In the deaths of James Draper and Edward I. Comins the Board of Trade, as well as the city, has lost two loyal, faithful workers. Mr. Comins was closely identified with the educational feature of the city, from the public school standpoint, while Mr. Draper devoted the larger part of his life to the development of Worcester's public parks system, the places where the representatives of all classes of society met in their quest for recreation. The breathing places of the people are where Mr. Draper passed the best years of his long and useful life. The development of the playground idea in the public parks was largely due to his persistent efforts, and for years to come no one will ever visit Lake Park without having suggested to his mind the name of this man, who put into the development of that great area of natural beauty many of his own ideas, and which were adopted by the city. This, the ideal playground of the entire public park system, was the spot where Mr. Draper gave the best that was in him for the benefit of his neighbors, of the people of Worcester.

In going back to the earlier schools of Worcester the name of Mr. Comins is distinctly associated. Old Thomas Street school, where many of the older people of Worcester to-day received their early education, was presided over by Mr. Comins as principal, and from there he went to the Woodland Street school. Long after his years of teaching he was connected with the School Committee, which gave him opportunity to carry out some of the best ideas which are incorporated in the school system of to-day. As a school teacher, as a schoolmaster, and as a member of the School Committee, no one has been closer to the people and knew better the needs of primary education than Edward I. Comins. Illness necessitated his retirement from active teaching, and the later years of his life were devoted to the manufacturing business. Mr. Draper and Mr. Comins were men whom

the great majority of the people of Worcester knew intimately. Each had a wide circle of acquaintances and friends; each had done a life work for the people of Worcester; each fulfilled his mission in his distinct line for the betterment of Worcester; each will live long in the memory of this generation.

Worcester's Thousands of Subscribers

A little booklet entitled "Worcester's New Telephone Exchange," sent out to the patrons of the company, contains a very interesting local writing of the company's enlarged plant on Mechanic and Norwich Streets. It is illustrated, showing the method of caring for the subscribers, and tells in detail how connections on city and toll lines are made. This booklet says that Worcester was the first city in the world to be given a common battery switchboard for general service. This system of operation enables a subscriber to call the operator simply by lifting the receiver from its hook without having to turn any crank, while it notifies the operator automatically of the termination of a conversation. This common battery switchboard was put into commission in 1896, and enlarged in 1899, and a further extension made in 1903. The switchboard now in use has a capacity for 10,400 subscribers' lines, and there are not a dozen other switchboards of this size in use in the United States to-day. At the time the new board was brought into service about 4700 lines were in use and the telephone growth of the community is at the rate of about 20% a year. When the telephone office was opened in 1877, a hundred subscribers were secured; in 1879 there were 450; in 1897 there were 1200, and the first of January, 1907, there were 9289, and the gains in the last ten years have averaged 100 a month, so that to-day there are in the neighborhood of 12,000 subscribers in Worcester connected with this exchange. The average number of local calls made through the office every twenty-four hours is 60,000, and the average number of toll calls 4000, and to handle this business 153 operators are employed. This shows that Worcester, from the telephone standpoint, is growing faster than any other city in the country.

Recalls Early Rowing Days

Samuel J. Elder, a widely known Boston lawyer, gave a lecture a short time ago to the boys of Worcester Academy, it being the first in the course of the Megaron series. His subject was "Rowing." While it was given by a man who never sat in a boat, it demonstrated that the observations from the shore have been as instructive as the experiences of the oarsman himself. Mr. Elder made the statement that in the test of human endurance the severity of boating surpasses football; it surpasses tennis also, and both require a greater amount of strength than baseball. That is why 100,000 people journey from all over the world to witness the races on the Thames; it is why 25,000 New England people come miles to see the races between the American colleges, and he might have added this is why 50,000 people come to Worcester to see the amateur rowing under the rules of the National Association on the best course in this country—Lake Quinsigamond. Mr. Elder referred in a most interesting way to the Harvard and Yale races, which took place in the early years of sporting in these colleges on Lake Quinsigamond. He imparted the information that the first formal race between Harvard, Yale and the English colleges was on the Lake Quinsigamond course in 1859 and repeated in 1860. He referred to the strokes of the crew at that time, and explained how the English stroke was superior to the Harvard crew stroke. In the race Harvard led Oxford for the first mile of the two-mile course, and how the English stroke proved its superiority when the second mile was started and Oxford gradually pulling up and drawing away from their American rival. Harvard was pulling a 45-stroke, while Oxford worked with a stroke varying from 32 to 34, which was one of the best demonstrations of the long stroke. Mr. Elder went into considerable detail regarding

the stroke of various crews, particularly England and American, and referred to a number of big races between Harvard and Yale and the English colleges. He said "no American crew can beat an English crew on the Putney course with the American stroke, and no English crew can beat an American crew on an American river with the English stroke." He said, "Boat races are typical for the fight for life. They are contests between men, not hard contests, but contests that require great strength and endurance."

From the standpoint of a man who has never sat in a racing shell it was a practical, interesting and instructive talk.

Encircled by Street Railways

A recent issue of a magazine says that if stretched out in one long chain, the electric railways in this country would encircle the earth, and that the electric railway system is not yet twenty years old. This is an emphatic way of showing what has already been accomplished. At the present time there are not more than 250 miles of horse-car lines in operation, so complete a transformation has been wrought within the lifetime of persons not yet old enough to vote. What is to be the future development of electric lines no man can tell. There are railroad men who believe that within another twenty years the steam power locomotive will be as completely discarded as the horse-drawn car has been in the last twenty years, and all will have been consigned to the scrap-heap. If electric power demonstrates its practicability and economy for doing the large freight and passenger transportation business of the country, nothing can prevent its ultimate general adoption. One writer prophesied that within twenty-five years of the birth of the electric system, that is to say that within five or six years of the present time, it will be possible to travel all the way from Boston to the Mississippi River by trolley lines. This seems a reasonable statement from the fact that one to-day can travel from Boston far into the interior of Pennsylvania and take up the route in Ohio and traverse almost the width of that great State.

Billboard Agitation Continued

The City Council of Los Angeles has taken hold of the billboard nuisance, so called, and has under consideration the ordinance placing a tax of two cents a year on each square foot of billboard space used by the companies that make a business of this form of advertising. The theory on which the ordinance was drawn was that it would provide a considerable revenue to the city, and that it would also tend in some measure to diminish the volume of the nuisance. The revenue to be obtained by the proposed tax in the city is estimated at about $12,000 a year. While that is a tidy sum to get into the city treasury, it is argued that it will not in any way abate the use of billboards, as a tax of $5.50 a year on a 10 x 25 foot stand is not sufficient to put it out of business, but just large enough on the other hand for the billboard men to charge back the amount to the advertisers using space. It is estimated that the billboards in California have ruined 10,000 square miles of scenery of that beautiful State. The billboard men of the State of California have organized an association to fight this ordinance proposed by the Los Angeles City Council. They do not object to the square foot tax, but they do object to the principle involved.

Billboards stand on private property, and under our scheme of individual rights the man may do just as he pleases inside his own property line. People who demand that the City Council abolish billboards are demanding an impossibility. The time may come when the courts may recognize a nuisance to the eye as they now recognize a nuisance to the ear or to the nose, but that time has not yet arrived. It is a grave question whether a tax per square foot large enough to be effective would be allowable under our laws. This is an issue that is now on trial in several states. There is no doubt whatever that cities may enact legislation to control bill-

boards, as to their height and their distance above ground and their safe construction—those are in the line of police protection. Decisions have been rendered by the supreme courts of several states allowing laws that prohibit billboards from encroaching within seeing distance of a public park, the court holding that the presence of an unsightly object like a billboard would destroy the efficiency of a park, whose purpose is beauty. A city in Illinois adopted an ordinance requiring all billboard locations to be passed upon by its police board and providing that no location should be acceptable unless petitioned for by the majority of the frontage on both sides of the street. This was contested and is still unsettled. This would be an admirable way to prevent a further spread of this so-called evil if the courts would concede the city power to make such a regulation.

There is one practical and efficient method by which the so-called billboard nuisance can be kept out of the new residence sections, for example, from the tracts that are being laid out in various sections of the city. Among the restrictions placed on the property when the first transfer is made, there should be one that no billboard space should ever be rented on the premises. No reasonable purchaser would ever object to the presence of this restriction in the deed; on the contrary it would help in the sale of the lots in the tract, and it would have the effect of keeping the pest out, for a number of years at least.

Exhibit of Industrial Conditions

Wage earners and employers throughout New England will read with interest the announcement of an exhibit of industrial conditions, in relation to health, safety and welfare, to be held at Horticultural Hall, Boston, on the week beginning April 8. Admission will be free. The exhibit, which will be the first of its kind held in New England, is designed to show the conditions under which wage earners work in this and other States. Its purpose is to create an enlightened public sentiment which shall result in remedial legislation and the general betterment of the conditions of labor.

The entire space of Horticultural Hall will be given up to booths portraying actual working scenes in various employments which are a menace to health and life, enlarged photographs of other actual scenes and statistical and other data in graphic form.

Living pictures will be utilized as far as possible. This will afford the majority of the public its first opportunity to observe actual working conditions in deleterious trades. Attention will be given to the evil of child labor and the conditions under which women toil. Exact reproductions of tenement workrooms will be shown, along with tenement housing conditions in relation to health, and the way in which tuberculosis is spread in unsanitary factories.

Equal attention will be given to the progress made in fighting the evils of child labor, overcrowding and bad sanitation. Model rooms, in such industries as bake-shops and factories, will be reproduced, and the work of the unions will be shown in raising the standards of citizenship through legislation, organization and systems of mutual benefit.

The organizations combining in this movement are the Women's Educational and Industrial Union, the Women's Trade Union League, the Central Labor Union, the Massachusetts Trade School for Girls, the Industrial Committee of the Twentieth Century Club, the Boston Society for the Relief and Control of Tuberculosis, the Consumers' League of Massachusetts and the North Bennet Street Industrial School.

Professor William T. Sedgwick of the Institute of Technology, an expert on sanitation, says: "An exhibit of this kind is the best possible manner of educating both employers and employees. This is not an attack upon the employer. Wherever a progressive employer has improved conditions in keeping with the demands of the time, this should be exploited freely. On the other hand, where an unprogressive one is behind the times he should be shown no mercy."

WORCESTER'S NEWEST OFFICE BUILDING.

THE frontispiece of this month's Magazine shows the new Slater building which is being erected on Main, Pearl and Elm Streets by the Norcross Bros. Company, from plans made by Frost, Briggs & Chamberlain of Worcester. In height and general appearance it resembles the State Mutual structure, which is but a block distant. Designed by Worcester architects, and constructed by a Worcester building concern, it will be one of the most artistic, imposing and attractive buildings in New England, and one of the two skyscrapers of Worcester. The material to be used is Milford pink granite, buff Bedford Indiana limestone, iron and glass, while the State Mutual building was constructed of marble. The frontispiece, showing the details of the building, is taken from a water color made by the architect, and the following description is also furnished by a representative of the concern:

Exterior walls will be of Milford pink granite, buff Bedford Indiana limestone and glass, ornamented with green tinted fancy iron work. The building will be surmounted by a heavy cornice, topped off with green copper chenaux. From the street level to the third-story window sill the material will be buff Bedford limestone. The bases of the main supporting piers, reaching up from the street, will be of polished Milford pink granite.

Everything that glass can do to make a building attractive has been accomplished on the first and second floors. For the enhancement of the light effect the weight of the building on the Main Street side is carried on four piers instead of eight, as is usually the case in the construction of buildings of the same general description as the Slater building. Substituting for the upright piers are two 50-ton girders, stretching across the front of the building at a point directly over the arcade on the second floor, and carrying the weight of the other eight stories, which is estimated to be over 600 tons. According to the architects there is not another building anywhere, of the same size, that has such a large area of glass frontage as it is planned to give the Slater building.

On the street floor will be two stores, each with a frontage of 50 feet, and separated by the main entrance, a rectangular opening 18 feet high and 11 feet wide, and surmounted by the design of an eagle cut in the granite. Directly over this design will be a proscenium effect in granite, completing the symmetry of the general outlines of the entrance, and upon the dividing line of a marble ridge, giving the appearance outwardly of separating the first and second floors from the rest of the building, will appear the line, "Slater Building," in block letters, also hewn out of the granite.

The exterior view makes it appear that the building is to be partitioned off into three sections, the first and second floors forming one part, the third to the eighth floors another division, and the ninth and tenth yet another. Between the street floor stores and the second floor arcade will appear a ribboning of green frieze in iron. In this section particularly is the ornamental iron used plentifully and with good taste.

From the third to the eighth floors ornamentation is reduced, the walls of limestone rising sheer and being relieved solely by the windows of uniform size, set in twos, and running on a regular line from top to bottom of what may be styled the second section of the skyscraper. The ornamental iron will border the windows. The ninth and tenth stories are set off elaborately with a splendid Corinthian colonnade and a masterful display of the green-tinted ornamental iron.

Eight stone pillars rise from the ridge

directly above the eighth floor ceiling line to the ceiling line of the tenth story. In this topmost section of the building the windows are set in the same general line with those in the third to the eighth floors, and it is between the walls separating five of the third section windows it is proposed to place the stone columns, leaving two windows on either side with the same general appearance as the windows of the entire second section. The street floor stories will have a height of 19 feet, 3 inches, and the advantage of an extraordinary amount of light, because they will be practically walled in by glass exclusively. The store windows will extend to the store limits on Pearl and Elm Streets, as well as on Main Street. Only the corner-stones and side piers will be of granite.

Within a few feet of the rear wall on Elm Street will be a side entrance to the building, opening into a vestibule for an elevator on a level with the second floor or base of the arcade. This elevator will be for passenger service, and will run through to the tenth floor. Beginning on the same level with the building exit on the Elm Street side will be a staircase rising to the top story.

On the corner piers, at a height of about 20 ft., and facing the three streets, two at the Main and Pearl Street corner and two at the Main and Elm Street corner, will be granite architectural designs known as cartouches. Over the street entrances to the two street ports will be beveled glass marquises decorated with the green-tinted, ornamental iron. The marquises will be supported by heavy iron chains running diagonally from the mouths of lions, granite designs of whose heads appear in the frieze stretching between the arcade floor and the ceiling line of the street stores. The idea of these marquises is to protect patrons of the stores from the elements and to contribute to the light system, as well as to add to the general ornamental effect. Two single doors are used at the entrances of the street stores, it being an architectural point that the single doors help in relief of congestion of traffic.

One step rises to the main entrance to the building. Directly inside the main entrance is an open loggia 18 feet square and 20 feet high. The windows from the third to the tenth floor begin at a point 2½ feet from the floor and extend to the ceiling. The height of these rooms and that of the ninth and tenth floors is 10 feet in the clear. The height of the stores in the arcade on the second floor will be 13 feet.

The height of the building at the front or Main Street elevation will be 135 feet, 5 inches. Pearl Street rises about three feet to the point at the rear wall, and Elm Street rises about nine feet to the rear wall on that side. On all three sides of the building there will be 336 windows, 112 on each of the streets. This is exclusive of the glass walls of the stores on the street floor, and those in the arcade on the second floor.

"The only way capital can increase is by saving. If you spend as much as you get, you will never be richer than you are. It is not what a man gets, but what he saves, that constitutes his wealth."

REVIEW OF THE MONTH.

THE Worcester County Home Telephone Company has been before the Board of Aldermen for several months with a petition for an independent telephone company. It was given a hearing before the Board of Aldermen of last year and the whole matter was referred to the next Board of Aldermen, which is the one now in existence. The whole thing has to be gone over again, and the first hearing before this board was on the night of Monday, March 4. Alexander H. Bullock, John M. Thayer, his partner, and John B. Ratigan appeared for the new telephone company, Mr. Ratigan making a statement in rebuttal to the testimony which was given against a double system of telephones in Worcester. District-attorney George S. Taft, counsel for the New England Telephone Company, produced statistics to show that the double system was a failure. In opening his hearing for the petitioners Mr. Bullock said:

"There can be no doubt as to two things: First, that telephone service in Worcester is poor, and second, that the rates charged for local service and for long distance calls are too high. You will find some people undoubtedly who will not agree with these conclusions, but the great majority of the citizens of Worcester are of this mind.

"The question for you to decide is whether competition would better the situation. We contend that it would. We contend that it would bring about the following result: (1) Better telephones; (2) better service; (3) more telephones; (4) cheaper service."

He also said that since the question of telephone competition arose last fall the Bell Company has done nothing to lower its rates or improve its service, but has devoted its energy to newspaper advertisements and pamphlets, running down competition and the independents. He admitted there had been failures of independent companies, but that there were failures in any business, but the failures in independent telephone companies have been proportionately less than the failures of national banks. On the other hand, the Bell licensee companies have had their financial difficulties. Mr. Bullock quoted statistics from various cities where there are two telephone systems, showing that the people get this service much better and much cheaper.

Mr. W. E. Sibley called attention to the character of the men behind the petition, all men of financial and moral standing in the city, and in relation to the work to be done in the way of tearing up the streets said that the company was willing to give a bond to do the work and take the risk, and the city did not stand to be harmed.

Mr. Harry W. Goddard, ex-president of Worcester Board of Trade, said two telephones would be twice as bad as one, and it meant to him personally that he would have to install a double system, which meant two operators, and while about $15 might be saved in the telephone rental, it would cost $300 and $400 to employ a second operator.

Judge William T. Forbes prefaced his remarks by saying that he had not been hired by any one to speak on the matter. He did not believe in municipal ownership, is not a socialist, but did believe the remedy for high rates and poor service are in proper control of the telephone by the State. He said it was beyond his comprehension how people could seriously advance reasons for two telephone systems.

C. W. Bowker cited Manchester, Geneva and Watertown, N. Y., as being in favor of a double system before they got it, and very much disappointed afterward.

President W. D. Luey of the Worcester Trust Company said the telephone business is of such a nature that it must necessarily be a monopoly. It would

only be a matter of time when one company would get control of the other.

Rev. A. L. Weatherly said that independent companies are rapidly consolidating. He produced letters from the presidents of the farmers' lines in Bolton and Coldbrook, in which they said a double system in Worcester would be injurious to these lines.

Mr. George S. Taft gave figures to show a reduction in price of telephones in Worcester since 1897, showing a deduction of from 30 to 50%. He said last year there were 110,000 toll calls, and in February there were 7000 toll calls for Boston, 2000 for Providence, and 1000 for New York, and that the independent cannot provide any opportunity to call another city. He said a new company would not cause the New England company to reduce rates.

John B. Ratigan in speaking in rebuttal and appearing in favor of the new company said the Worcester County Home Telephone Company has asked for a home market. He said New York city secures from the telephone company an increase of price for its franchise in periods of five up to thirty years for rentals of the conduits, the price after thirty years being $200,000 a year. In Worcester the New England Telephone Company gets the conduits and city gets nothing.

James Draper, for twenty years a member of the Board of Worcester Parks Commission, many years its secretary, and prominent in Massachusetts and New England as a horticulturist and agriculturist, died March 13 at his home on Plantation Street after three months' sickness from anemia. He was a life-long resident of Worcester, was 64 years and 6 months old, and was engaged in the manufacture of drain pipes and artificial vases. He is best known as a member of the Parks Commission, and because of his connection in agricultural and horticultural projects. He was the first President of the Massachusetts Fruit Growers' Association, and served on several committees at Amherst Agricultural College, where a costly dining-hall is named after him in honor of his work for the institution. When he was a young man, Mr. Draper was a market gardener, his father, William A. Draper, being connected with the boot, shoe and leather business with Samuel Houghton, under the firm name of William A. Draper & Company, and in 1854 he retired from the business and removed to the estate at Bloomingdale, which had been the home of James Draper for so many years. Thirty years ago Mr. Draper was a pioneer in the nursery business, the Bloomingdale Nurseries being developed until they acquired a reputation which extended over New England. He began the manufacture of cement drain and sewer pipes in 1874, and a few years later took up the manufacture of artificial stone vases.

Mr. Draper has done much for the development of Worcester's parks. He devoted much of his time during the last twenty years to the beautifying of these public grounds, and in the last ten years had much to do with the development of the playground idea, which is carried out in East and Crompton Parks, also at Lake Park, which is the ideal playground of the whole park system. For over thirty years he was an active member of Worcester Horticultural and Agricultural Societies, had been Master of the Worcester Grange, and President of the State and National Grange. He was a trustee of the Massachusetts Agricultural College at Amherst for twenty-three years, and one of the originators and first President and lifelong member of the Massachusetts Fruit Growers' Association. He was connected as trustee with the Worcester Five Cents Savings Bank and Rural Cemetery Corporation, was a member of the Massachusetts Society of the Sons of the Revolution, was connected with all the Masonic bodies, including the Worcester County Commandery, Knights Templars; was one of the founders of the Y. M. C. A., and belonged to the Worcester Mechanics Association; was actively identified with Worcester Board of Trade, and was connected with the New England Association of Park Superintendents, the Municipal Park and

Outdoor Association, and the Massachusetts Forestry Association. He left a wife and six children, all living in Worcester. His funeral took place Saturday, March 16, and his burial was in Rural Cemetery.

The sixty-fifth annual reunion of the Worcester County Horticultural Society took place in Horticultural Hall Wednesday night, March 13, the banquet being presided over by President O. B. Hadwen. There were 400 people at the tables, and the fact was pointed to with pride that Mr. Hadwen had been a member of the society for more than sixty years—for forty years a member of the board of management, Vice-president ten years, and President thirteen years. In honor of this record, Charles W. Wood, toastmaster, on behalf of the society, presented Mr. Hadwen a copper plaque. It is about a foot in diameter, was designed by Bruce & Chapin, and at the top is a representation of the shelter at Hadwen Park, which was presented to the city by Mr. Hadwen. At the bottom of the plaque is a representation of Horticultural Hall, and in the centre is the society's seal. On either side are floral emblems, including President Hadwen's favorite flowers. This inscription is prominent: "As a slight token of the love and esteem of its members, and to assure him that he is first in the heart as he is also first in the art of horticulture." This was one of the several interesting features of this annual reunion.

Frank Louis Mellen, teacher of Latin, Greek and geometry in the Worcester Classical high school, died at his home on Lagrange Street Thursday morning, March 14, after a short sickness from septicemia, resulting from an abscess in the throat. He was prominent as a club man and active in Masonry, being connected with all the local bodies, with the exception of the Blue Lodge, he being a member of Hayden Lodge of Brookfield. He had attained all the Scottish rites degrees, including the thirty-second, and was also a member of Worcester County Commandery, Knights Templars. He was also a member of the Tatassit Canoe Club, the Commonwealth Club, and the Worcester Automobile Club. Mr. Mellen was born in Brookfield forty-eight years ago, and lived there until 1887, when he came to Worcester as a teacher in the Classical high school. He was a graduate from the Brookfield high school, class of 1875, attended one year at Williston Seminary at Easthampton, preparing for college, and was graduated from Amherst College in 1877. He took the Greek oration at commencement that year. After graduation he taught in New Braintree, the high school in Webster, also the high school at Brimfield, from which place he came to Worcester. He had traveled extensively over the United States, had passed one summer in Alaska, had visited Newfoundland, and passed considerable of his vacation time in the West. Although teaching in Worcester so many years, he retained his home in Brookfield, where he devoted considerable of his spare time in floriculture, cultivating a large garden containing a great variety of rare and gorgeous flowers. He was unmarried, leaving a sister and two brothers. His burial was at Brookfield.

Otis Francis Putnam, fourteen years old, son of Mr. and Mrs. Arthur D. Putnam, 1 Dix Street, and grandson of Otis J. Putnam of the Barnard, Sumner & Putnam Company, shot himself through the head on the afternoon of March 20 with a 22-calibre rifle. The boy was a favorite in the neighborhood, and was in the habit of using the rifle after school to shoot birds from the window of his room. It is assumed that the rifle was accidentally discharged as he was endeavoring to open the window.

Rev. Dr. Samuel M. Dick, for five years pastor of the Trinity Methodist Church, has accepted a call to be pastor of the Wesley Methodist Church in Minneapolis. He will leave Trinity Church April 10, the beginning of the conference year. This action of Dr. Dick is taken after a conference with the presiding elder of this district, and the trans-

fer from one conference to another is now being arranged. Dr. Dick has been well liked in Worcester, has attracted to Trinity Church many people, and has been particularly interested in the Y. M. C. A. work. His departure is regretted, and the people of Worcester wish him the best success in his new field.

Mayor John T. Duggan, at the meeting of the City Council Monday, March 18, reappointed James F. Carberry, Mark F. Cosgrove and Moses D. Gilman members of the License Commission. He also appointed Peter Baker member of the Parks Commission to succeed Mr. James Draper, deceased. Mr. Baker is President and Treasurer of the Baker Lead Mfg. Company, is a native of Baltimore, and his early life was a farmer near Hartford, Conn. He afterward learned the plumber's trade in Holyoke, and was connected with the Wason Mfg. Company, car manufacturers. He lived a short time in Hinsdale, N. H., from which place he came to Worcester to engage in the plumbing business, and after four years' residence began the manufacture of plumbers' lead supplies. Other appointments included John Clason, sealer of weights and measures; E. R. Sherman, registry voters; Henry M. Shaughnessy, inspector of petroleum; Charles H. Moss, deputy sealer of weights and measures, and Edward E. Fitzpatrick, sergeant of police.

Felix P. Morway, the dean of the Worcester French colony, died at his home on Dartmouth Street March 17, aged 78 years. He was born in Montreal, son of Abraham Morway, and came to Worcester with his mother, three brothers and sisters Sept. 10, 1832, he then being only four years old. His father was the first French Canadian to immigrate and settle in this part of the United States. They came by boat and cars propelled on wooden rails, and rode from Burlington to Worcester by stage. He had been engaged in the wholesale and retail business for more than fifty years, the name of Felix Morway being conspicuous on Foster Street for the last thirty years. He was one of the founders of Notre Dame parish, of St. Jean Baptiste Society, the oldest French organization in New England, and of the l'Union St. Joseph. He is survived by a wife and five children, all in Worcester.

Mr. E. C. A. Becker, founder and principal of Becker's Business College, died March 15, after a short illness, aged 52 years. He was a native of Peoria, Ill., where he was born April 30, 1855. He was graduated from the Peoria high school and the Bryant-Stratton Business College in Peoria, and was later identified with business college work in Peoria, Rockford, Freeport and Elgin, Ill., and Pottsville, Pa. He came to Worcester in 1883, and was connected with Hinman's Business College until 1888, when he established the college which bears his name. He was a member of the leading Worcester clubs, was prominent as a sportsman, was closely identified with Plymouth Congregational Church, the Y. M. C. A., and was a member of Worcester Board of Trade. He is survived by a wife and five children.

Saint Patrick's Day was observed on the 16th and 17th of March by the Irish societies of Worcester. On the 16th there was a parade, consisting of five divisions, in which the Irish societies of Worcester and surrounding towns participated. The city was elaborately decorated for the occasion, and the line of March was reviewed at City Hall by Mayor John T. Duggan and members of the city government. On Sunday night a celebration was concluded by a concert and lecture in Mechanics Hall, the address being delivered by Rev. Thomas P. Smith of Northboro, which was one of the most scholarly that has been delivered on this occasion, his subject being "Our Glorious Heritage." Resolutions were adopted extending sympathy to the Catholics of France, who are at odds with the French government over the relations of the church and state.

The Worcester Congregational Club devoted its March meeting on the night

of Monday, the 18th, to a discussion of the church situation in France, the speakers being Prof. Frederic C. de Sumachrast of Harvard University, and Rev. Dr. John J. McCoy, pastor of St. Anne's Church of Worcester. The subject of the former's paper was "The Church and State in France," while Dr. McCoy gave an address on "The Catholic's Point of View." Professor de Sumachrast briefly recapitulated the relations between the church and state from the Gaelic days to the present time, and briefly stated the causes of the present crisis and the natural outlook for the future. Rev. Dr. McCoy made an earnest and eloquent address, in which he discussed the troubles from the viewpoint of the Catholics. He said that we here live in a land of the "square deal." He said that the most momentous revolution in all modern time is now taking place in France. He said the government of the French people, said to be the most enlightened religious people, suddenly denies liberty to worship God according to one's conscience. He said the separation sought for is not separation of the church from the state, but of the church from church property. The difficulty has root in the great robbery of the church in the time of the revolution.

President Francis H. Dewey of the Worcester Consolidated Street Railway Company has announced changes in the operation of five street railway systems which went into effect April 1, and which will add 100 miles to the system under his management.

Charles S. Mellen, president of the Worcester & Southbridge Street Railway Company and the Worcester & Blackstone Valley Street Railway Company, both controlled by the New York, New Haven & Hartford Railroad, has resigned, and Mr. Dewey has been elected in his place.

The Worcester & Webster and Webster & Dudley lines, also controlled by the New York, New Haven & Hartford, have been leased to the Worcester & Southbridge company. Both the Blackstone Valley and the enlarged Southbridge system will be operated from the Worcester office of the Worcester Consolidated Street Railway Company, by General Manager Edward G. Connette.

J. B. Potter, superintendent of the Worcester & Southbridge and Worcester & Webster lines, has been transferred to the superintendency of the Stamford system, at Stamford, Ct., another New Haven line, and his place will be taken by Superintendent J. W. Anderson of the Blackstone Valley.

Samuel Anderson, general manager of the New Haven's Eastern Connecticut and Massachusetts lines, has been transferred to Connecticut, and in the future will be connected with the Connecticut end only.

J. B. Gorman, superintendent of Division 2 of the Worcester Consolidated, will take charge of the Blackstone Valley in connection with his Division 2 work.

The Worcester Consolidated Grafton line and its Marlboro & Westboro line will be transferred from Division 2 to Division 1, under Superintendent Thomas A. Leach, in order to equalize the division.

The change will add about 100 miles to the lines operated by the Worcester Consolidated management, and all of these roads will be operated from Worcester by General Manager Edward G. Connette. There is no merger, but a consolidation, which will bring about a better and more effective service on all of the lines. Each road will be operated as a separate corporation, but the officers of all will be the same.

The Worcester Consolidated, the Blackstone Valley and the Worcester & Southbridge are all owned by the New England Investment & Securities Company, and the Worcester & Webster and the Webster and Dudley by the Consolidated Railway Company of Connecticut. All of the roads in the operative consolidation are controlled by the New York, New Haven & Hartford Railroad, through these two holding companies.

In addition to increasing the length of the line from 7 to 17 miles, Superintendent Anderson had the supervision of building a modern power station, that is said to be one of the best equipped of its size in Massachusetts.

MANUAL TRAINING IN PUBLIC SCHOOLS.

MR. CHARLES F. MARBLE, of Curtis & Marble, a member of the School Committee, has made a most careful study of manual training in the public schools. He recently gave an illustrated talk in Board of Trade Hall, before the Worcester Metal Trades Association, on "Manual Training."

The talk was a practical one, illustrated by an assortment of the specimens of work done by pupils in manual training classes of Worcester public schools, and the comments of Worcester educators and others versed in the subject.

Worcester has made considerable progress in the several years that manual training has been regarded as an essential to the education of children, but the strides forward have not been sufficiently rapid to satisfy those familiar with the needs of the community, and the results have not been anywhere nearly as large as in some other Massachusetts cities, principally Springfield and Cambridge.

Mr. Marble says he believes nearly every one will agree that the time has passed when manual training will be referred to as a frill or fad or fancy by any intelligent person.

Manual training has come to stay, and it is the duty of every man and woman with the interests of Worcester at heart to do everything possible to improve present conditions. There was a time when there was a feeling that outside of reading, writing and arithmetic, no education was necessary, but who is there now who would say that it isn't a pretty good thing to know something about history and geography, not to speak of the other elementary studies?

A description of what is being done at the Belmont Street, Ledge Street, Oxford Street and Woodland Street schools and the Classical high school in manual training was given in detail. The shortcomings of some of these classrooms, from the standpoint of lack of materials and undesirable environment, were also pointed out. In referring to the workshop at Classical high school Mr. Marble said: The ceiling needs repair, and the walls are in such condition that it has been thought by teachers to be a good idea, perhaps, to teach the boys a little something in painting and turn them loose on the walls.

Mr. Marble quoted former Superintendent of Schools C. F. Carroll, and Superintendent of Schools H. P. Lewis, as Worcester educators that are strongly in favor of the broadening out of the manual training system. One point emphasized by Mr. Lewis, according to the speaker, was the extension of the manual training department to all the rooms in the graded schools.

Mr. Marble said he favors manual training extension in a general way because it has been proven that it increases the intellectual development of the student. "Manual training doesn't necessarily force a man into working with his hands," said he. "It fits him for whatever line of human endeavor his natural inclination directs him." He called attention to a report made by the Manual Training Committee of the school board in 1897, to the effect that it had received estimates for different kinds of apparatus to be used in manual training schools, but that the apparatus has not arrived. In this connection he told his audience that any Worcester manufacturer that has portable machinery of any description for which he has no use, will be conferring a favor on manual training instructors by either giving it or lending it to the manual training department of the public schools.

In illustrating the manual training work done by pupils in the first year at the high school, Mr. Marble included the table at which sat J. Philip Bird, superintendent of the Hobbs Manufacturing

Company works, who introduced the speaker.

Another conspicuous article was a grained wood closet. Medallion casts of President William McKinley and President Abraham Lincoln were included. The exhibits of the Worcester public manual training schools at the World's Fair at St. Louis and the Lewis and Clark Exposition at Portland, Oregon, were displayed on the walls. He added that Worcester boys have shown a remarkable desire for manual training, and that although the work is not obligatory, over 90 per cent. have elected it as part of their course. He said this should remove any doubt there may be as to the imperative need of the encouragement and enlargement of the system.

In relating incidents reported by teachers of manual training indicating the attitude of school boys toward manual training, a story was told about a boy who turned the hands of the clock back at the Ledge Street school last summer so as to make the session last longer.

The instructor, after making a mental note of how slowly the time appeared to be passing, discovered that the clock was half an hour slow. The following day the pupils tried the same experiment, but it failed to work.

In some of the other schools the pupils have frequently asked to be allowed to remain after the time for closing, and that pupils have been known to appear half an hour before the beginning of the afternoon session and request to be allowed to begin right away. If the pupils had their way, the instructors would have to dispense with noon lunch, or make it brief indeed.

In discussing the character of boys that attend manual training schools, it was agreed with Superintendent Lewis' statement in his annual report, denying that the boy who attends manual training school is usually the boy that cannot get along well in other studies.

Mr. Marble said that Mr. Lewis has maintained that the individuality of the boy has more to do with his progress or lack of it in the schools than anything else, and that the boy who does not succeed well in other studies is the boy that doesn't fare well in the manual training department.

Referring to the agitation for industrial education school building in Worcester, the speaker explained in a passing way the provisions of the Massachusetts law, passed a year ago, giving state aid to cities establishing such schools, and enumerated the reasons for the presentation of the petition to the City Council, asking for the appointment of a commission therefor, an industrial education school, under the provisions of the 1906 act, being outside the jurisdiction of the School Committee. An impressive argument was made in favor of the industrial educational school.

The experience of Springfield was cited, whose technical school he described, also showing a profusely illustrated circular of the interior and exterior of the building.

Mentioning how Cambridge happened to take the lead in industrial education, Mr. Marble said it was due to the philanthropy of a man named Rindge, who established a privately managed manual training school in 1888, and a few years later, upon leaving for California, gave the building to the city. This building is known as the Rindge School. Now, if there is any Worcester man who wants to present to Worcester any such building, Mr. Marble assured him in advance that his name will appear in big block letters over the main entrance.

"The labor of this world today is brain labor and the hand toiler has the easier job a thousand fold. The brains of wealth are furnishing the laboring man with his chance today."—*Chancellor Day.*

ONLY ONE OTHER IN THIS COUNTRY.

THE Worcester Pressed Steel Company has just installed a plant for "autogenous" welding with the oxy-acetylene blowpipe flame. This is the only welding plant of its kind in Worcester, and the second in this country.

The oxy-acetylene flame is the hottest flame known, having a temperature of 6300° Fahr., or 2700° higher than the oxy-hydrogen flame. This, together with the facility of handling the blowpipe, and the absolute control of the flame by the operator, gives this process an almost unlimited range of practical usefulness in metal industries. The distinctive feature, which has done the most to make this welding process of wide commercial value, is the introduction of a substance called "epurite." By bringing epurite in contact with water, chemically pure oxygen is as easily obtained as in uniting calcium carbide and water acetylene is liberated, the chemical reaction in each case being analogous.

The Worcester company, following its progressive policy, quickly appreciated the practical value of adding this welding process to its modern equipment in the manufacture of high-class pressed steel parts for automobiles, bicycles and many special designs in deep drawing and cold forging, requiring skilled mechanics and the best machinery.

In this welding process each gas is generated in a separate apparatus, conducted by separate pipes to the blowpipe, mixed near the point of combustion, and used in nearly equal volumes at a pressure of from 15 to 150 pounds. In starting the blowpipe the acetylene is first turned on full; then the oxygen is added until the flame has only a single cone; an excess of acetylene produces two cones and a white color; an excess of oxygen is indicated by the flame assuming a violet tint. The point of intense heat in the flame is at the apex of the cone; in welding this is held about one-fourth inch from the metal to be welded. The hydrogen and carbonic oxide generated protect the molten metal and also the flame cone from loss of heat. No flux is required to weld metals such as iron, steel and copper, but for alloys, viz., brass, bronze, etc., a little borax or boracic acid, moistened with water, is used simply to prevent the volatilized zinc from being deposited on the joint and destroying the weld. This process welds by fusion, forming a perfect metallic union of the parts. It is not brazing.

The Worcester company employs it in place of riveting and soldering, and for other forms of metal constructions not heretofore possible. Two sheets of metal may be welded by placing their edges in contact and following along the seam with a blowpipe. Tanks of almost any shape may be made by forming the body and ends separately, and, in assembling, tracing the seams (joints butt and flush) with a blowpipe. The welding is so perfect that after finishing it is impossible to detect where the joints were made. To insure strength the joint is slightly overloaded by melting a wire or rod of same material as metal to be welded at the same time the edges are fused. The unfinished joint is stronger than the body of the metal, and the finished joint is practically the same. This process is used in France for making frame joints in bicycles instead of brazing.

The Worcester company also uses this process for cutting steel. Any shaped hole can be easily cut in steel plates up to six inches in thickness, as with the blowpipe the operator can accomplish cutting feats impossible with a saw. Twenty different sized nozzles are supplied for each blowpipe, so the size and power of the flame can be varied at will, according to the thickness of the metal to be welded; and in cutting, the flame is proportionately elongated by pressure to

penetrate to the bottom of the cut. The intense heat is so localized that the kerf is practically the same as if a saw were used.

Not only is this process adapted for making tanks, boilers, tubing, cylinders, pipe joints and angles, and for replacing brazing and riveting in many instances, but it effectively welds cast iron. In France this process is extensively used for welding automobile frames and other automobile and bicycle parts.

In the foundry this apparatus saves defective castings in iron, steel, brass, copper, etc., for the blow-holes can be readily filled and broken castings welded as strongly as new. In repair work it is especially valuable, and many expensive castings, forgings and machined parts may be saved from the junk pile by an hour's use of this blow-pipe.

The Worcester Pressed Steel Company recently installed another large power press for heavy automobile work (the largest of its kind ever built). Brake drums, gear cases, hub flanges and caps, ball bearings, frame brackets, hood parts, steps and other parts for automobiles are now drawn seamless from pressed steel, which were formerly made of cast steel and forged.

"Everybody will sympathize with the organization of the working men for the improvement of their condition. But all men should resist the tyranny which oppresses both business and the free American citizens who choose not to organize."

"The man who is shouting himself hoarse at trusts and corporations and swollen fortunes will take his place in history with the men who smashed Arkwright's loom and Whitney's cotton-gin and the pamphleteers who ridiculed Stevenson's locomotive."—*Chancellor Day.*

METAL TRADES AND GROWTH OF WORCESTER.

[At the annual banquet of Worcester Metal Trades Association in Mechanics Hall, Thursday, March 28, Chancellor James R. Day of the University of Syracuse was speaker, and the May Magazine will publish an extract of his remarkable address. President George F. Brooks gave the following statistics concerning the local branch.]

"This organization was formed five years ago and elected Clarence W. Hobbs, of the Hobbs Manufacturing Co., its President, who retained that office for two years. The second President was F. E. Reed, of the F. E. Reed Co., who held the office for two years, and the present incumbent has just entered upon his second year.

"At the second meeting, shortly after, there were 40 firms represented, and 28 firms are now members who joined at that time. Our membership June 1, 1906, was 47, and our membership, March 1, 1907, was 63.

"A labor bureau was established successfully June 1, 1903. Thus it will be four years old in June, and during this time nearly 10,000 skilled and unskilled workmen have been furnished employment without any cost to themselves, the cost of maintenance having been borne by the members of the Labor Bureau.

"There are two strong features about the Worcester Labor Bureau which is in charge of this association and which make the office popular with the workmen of Worcester. The first is that we do not have a blacklist, and that we do not discriminate between union and non-union men. All we ask and all we insist on having as manufacturers are good, capable, steady workmen, and the privilege of not being dictated to as to how we shall run our factories.

"Our members are taking a leading part in the establishment of an industrial or trades school in Worcester, so that the young American boy may have an opportunity to learn a trade."

Honorable William A. Lytle, president of Worcester Board of Trade, represented Mayor John T. Duggan, He said:

"The Worcester of to-day, like the Worcester of early days, is made up of a conservative, industrious, persevering and hard-working people. Our success as a city has not been one of mushroom growth in population, and sudden riches, but rather the kind that is sure to come to either an individual or a community that is enterprising, honest and industrious.

"Our schools, our hospitals, our churches, our streets, our public buildings, the condition of our city finances, the financial showing of our savings institutions, and the generally thrifty and healthy condition of our citizens, all bear testimony to the fact that Worcester is a community which thrives and progresses by the right principles of living. The credit for the grand result is due to the working men and employers of our community alike, for, as a whole, the history of our city shows that the almost unbroken rule has been one of harmony, all working for one common object—success.

"That is a good reason why our products stand No. 1 in the markets of the world. It is the invariable claim of our manufacturers that Worcester-made goods are better than similar goods that are made elsewhere, and almost invariably our products command a better price in the open market. Worcester mechanics tell me that the fact they have learned their trade and worked in our city, is a good recommendation upon which to secure a position in any part of the world.

"The great variety of our industries, and, in consequence, the great number of skilled workmen employed here, makes Worcester a most attractive place in

which to locate new manufacturing enterprises, and these conditions are largely responsible for the steady and substantial growth of our city.

"About the year 1835, manufacturing became a feature of the business interests. We are told that in this year, the wire business was started by Ichabod Washburn, and our Congressman, Hon. Charles G. Washburn, informed me that by the time Worcester became a city in 1848, the wire business had assumed such enormous proportions that about 180 men were employed in the north and south works. The same works now employ 6000 people.

"Also in 1848 we find a few other well-known firms that were then doing business, such as the Washburn & Moen Manufacturing Co., the Bradley Car Works, the Walker Boot Factory, the Wheeler Foundry, the Court Mills, the Coes Wrench Works, Goddard, Rice & Co. (now Rice, Barton & Fales), which I mention as of the larger and most important industries of that time. It is estimated that when we became a city there were not over 200 different articles made here, while to-day there are upward of 3000.

"The history of the metal trades interest in Worcester dates from about the time when we became incorporated as a city. It is related that to Samuel Flagg of West Boylston belongs the distinction of having first engaged in the tool building business of Worcester. He made the first turning lathe. He had formerly done business in West Boylston, and hauled his castings from the Wheeler Foundry. But when Worcester became a city he decided to come here and make his machines.

"At the old Court Mills he made hand and engine lathes and planers. He employed ten men, and was looked upon as somewhat visionary to expect them to keep occupied in building machinists' tools. Those were the conditions only 59 years ago with 15,000 people living in Worcester, and to-day with 135,000 people living here, there are 30,000 skilled mechanics, of which number I am told that the members of the Metal Trades Association gives employment to 10,000, or 33 per cent. of all the mechanics in Worcester, and 1000 times as many men as were engaged in this line of business here in 1848.

"To the Worcester Metal Trades Association, which has contributed so much to the prosperity and growth of our city, and which is so closely allied in the future development of Worcester in their work with the Worcester County Mechanics Association, the Builders' Exchange, the Merchants Association, and the Worcester Board of Trade, each of which in its separate line works for what is best for Worcester, and the results of which are so apparent in the Heart of the Commonwealth of to-day, are certainly entitled to the most hearty congratulations of the citizens of Worcester.

"And as the President of the Board of Trade, it is a pleasure to congratulate this association at this time upon the work it has done and is doing for the prosperity and growth of Worcester. For it is to the men that are within the sound of my voice, more than to any other body of men of the same number, that this credit belongs. For you are the men, more than any others, that have made Worcester known as the Heart of the Commonwealth of Massachusetts, and as the best manufacturing city of its size in the world."

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A number of people in Worcester and towns along the line of the Boston & Albany between Worcester and Wellesley, have petitioned the Railroad Commissioners for better service on the 7 a. m. train from Worcester. They want to cut out the numerous stops in Wellesley.

"Hereafter the employees of this factory will work nine hours a day, and the wages will remain the same as at present." This notice has been posted over the time clock at the works of Simplex Piano Playing Co., 10 Blackstone Street.

This action of the company followed within a few hours after the presentation of a petition, signed by every employee in the establishment, to President Theodore P. Brown, asking for a shorter workday without reduction in wages

Over 150 hands are affected by the curtailment of hours, and it is estimated that the company, in granting the petition, practically gives its employees a present of $9000 a year, that being approximately the amount paid for 312 hours' work, or one hour for every working day in the 12 months.

The Worcester Consolidated Street Railway Company will before June 1 begin work on an addition to its present carbarns at Market and Main streets, involving an expenditure of $50,000. The addition will run back 80 feet between School and Market streets, two stories high, and be of brick and steel construction. The addition will be strictly fire proof, and equipped with automatic sprinklers.

The addition will afford increased accommodation for 32 cars of the large type, used by the road. It will also permit greatly increased facilities for the paint shop, carpenter shop and machine shop.

Beneath the extra trackage additional pits will be constructed so that repair work on cars will be facilitated.

The $50,000, which is the estimated cost of the addition, includes the installation of traveling cranes, rolling steel doors, lighting and heating apparatus, tracks and the extension of the automatic fire sprinkler system.

The directors have authorized General Manager Edward C. Connette to solicit bids for the work, and it is assured the work will be started before June 1.

Mr. J. Philip Bird at a recent meeting in Boston was elected member of the administrative council of the National Metal Trades Association.

The annual meeting of the Worcester Board of Trade takes place at the rooms, 11 Foster Street, Tuesday evening, April 16, at 8 o'clock. Reports of President, Secretary and committees will be made and there will be elected five directors for four years, one director to fill an unexpired term, a membership committee of five members; a treasurer, and clerk of the corporation.

The Geo. H. Cutting Co. of Foster Street has secured the contract for the construction of the new church for the Society of Friends at the corner of Chatham and Oxford Streets. It is to be 80 x 50 feet, of brick with brownstone and terra cotta trimmings.

The J. W. Bishop Company of Foster Street has been given the contract for a $35,000 mill construction building, 170 x 158, one story, of brick, for the Gosnold Mills Company of New Bedford. They are also building a $40,000 addition for the Utica Knitting Company at Sherburne, N. Y.

THE WORCESTER MAGAZINE

Vol. X. MAY--1907 No. 5.

Magazine and Municipal Comment.
Hon. Joseph H. Walker.
Review of the Month.
Corporate Power and Wealth.
Board of Trade Notes.

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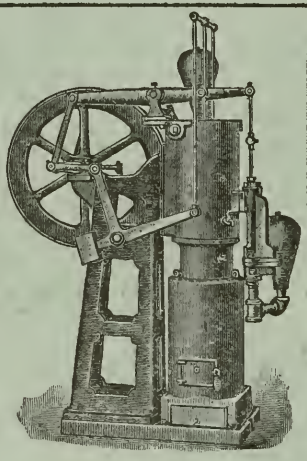

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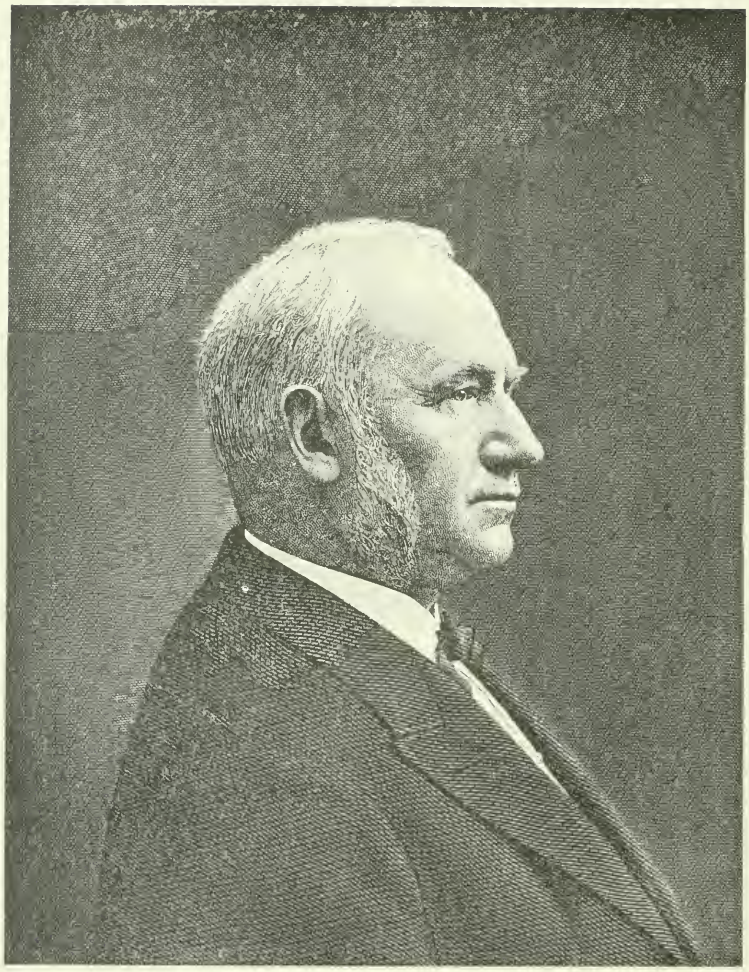

HON. JOSEPH H. WALKER,
First President Worcester Board of Trade, 1891.

The Worcester Magazine.

VOL. X. MAY, 1907. NO. 5.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

Hon. Joseph Henry Walker

Hon. Joseph H. Walker, member of Worcester Board of Trade, and its first President upon its reorganization in 1891, died at his Worcester home April 3. He was one of the builders whose characteristics make distinctive marks in the community. A local editorial comment says: "he was not only more honest, but more shrewd than the average man. He took life in earnest, and he insisted that all those with whom he had dealings should do the same. He had a great respect for all that was built up and maintained on the principle of honest thrift, and he believed that no satisfactory results could be accomplished by any other means. In carrying out his ideas of life he made some enemies.

Mr. Walker carried his intense earnestness into the house of congress with him, and that was one of the characteristics which made him a national figure. His efforts for national legislation in the direction of changing the currency laws pitted him against prejudices that have held less bold statesmen back from the same attempts for more than half a century. He was insistent.

Time has at least made it plainer that Mr. Walker was right as to the necessity for such Legislation for the greater elasticity of the currency."

The directors of Worcester Board of Trade at the May meeting unanimously adopted and ordered spread upon the Records the following, prepared by a committee including Mr. Rufus Bennett Fowler and Mr. Harry W. Goddard:

"His native talent and keenness of mind brought him success in a business life, into which he entered at an early age and from which he obtained a large share of his education and training. He was actively interested in public affairs also, and to him nothing touching the welfare and progress of human society was indifferent.

"He possessed decisive and well reasoned opinions on all matters of city, state and nation, in whose service he displayed an inflexible honesty and a determined fidelity to his conviction of duty, as rare as it was admirable. During an active life in business and public service he found time to devote to the study of public questions and became a recognized authority in economics and finance.

"He displayed a public spirited interest in the growth and prosperity of the city in which he lived, and in the solution of every problem in which the city and its

citizens were concerned. No call to their service was unheeded, and no duty was too trivial to receive his careful consideration and firm decision.

"Steadfast in honorable dealing, tenacious in conviction, persistent in purpose, Mr. Walker exhibited an individuality of character which made him a vital force in the community, and the directors of the Worcester Board of Trade hereby express their appreciation of his character and of his services to his fellow citizens."

An Important Historical Document

The Worcester County Musical Association is to prepare an historical sketch covering the 50 years of the association life. This is to be in connection with the 50th anniversary or golden jubilee of the association, which takes place in the early fall. In connection with this sketch covering the 50 years of the Worcester Festival management, the President of the association will be grateful to any one having in his possession information or interesting incidents bearing on the history of the musical association, if he would inform him in as much detail as possible of it. The President, Mr. Paul B. Morgan, desires, if possible, to secure a collection of old posters, programmes and festival announcements and would appreciate it if persons having such would present them to the association. The more valuable of them will be framed and hung in the room of the association in Mechanics Hall building as a permanent exhibit.

In connection with this 50th jubilee, arrangements have been completed for the first presentation anywhere of "Job," a dramatic poem, composed by F. S. Converse of Boston, for the 50th Worcester Festival. It is a work for solo voices, chorus and orchestra, and the text of the poem consists of passages from the book of Job and the Psalms, grouped to form a short poetical unit. The text has been arranged from the Vulgate, or Latin version of the Bible, with the assistance of Prof. John Haynes Gardner of Harvard University, and an English translation has been by John Albert Macy.

A Fortune for Worcester Institutions

The will of Mrs. Eliza D. Dodge emphasizes that from this section of Massachusetts there are going many women and men who have made their lives successful since coming here from New Hampshire and other parts of this country. Mrs. Dodge leaves to public institutions nearly $100,000, without restrictions that make the gifts burdens. During her long life she has made a study of these institutions as a woman with a heart inclined to make life the more worth living for the largest number possible. She found in her long years of study that the associations which seek to build up character by the more material means of leading into the industries have a wide influence. She left some of her fortune to further that kind of work in the Worcester way. Mrs. Dodge also learned that the churches and their auxiliary associations have an uplifting influence. She left to them large sums of money for general use. But particularly, she learned that the young women and young men have the best influences thrown about them by the institutions arranged by the church people for their care, and she gave much for the maintenance of these helpers for the molding of character. That was her especial pleasure late in life when she realized that she had accumulated a considerable fortune, and knew that she had the leisure to make her plans. The will of Mrs. Dodge makes disposal of so much that she easily ranks first among the benevolent women who have lived in Worcester. She gave away a great deal of money while she lived, and it will never be known how much.—Worcester Telegram.

On an Eight-hour Schedule

The new legislative act, compelling the enforcement of the municipal eight-hour law by the Commonwealth, has been analyzed by City Solicitor E. H. Vaughan, and Worcester finds itself with an expensive proposition on its hands. The opinion given Mayor John T. Duggan a short time ago was somewhat of a bombshell, and seriously inter-

fered with the plans for economy in municipal departments this year. The cost of maintenance of the various departments affected will vary from 10 to 50 per cent. increase, and the only departments exempt from the application of the law are: fire, police and school. It specifically says what must happen in the other departments, and the City Hospital is one of those most seriously affected. It means in this as well as other departments a complete rearrangement of schedules and the addition of many employees in the parks, Overseers of the Poor, and several others which were not affected by the general eight-hour law, affecting the street and sewer departments. The drain on the City Treasurer may show that the annual ambition to save money will be stunted this year.

Worcester's Old Home Carnival Week

Worcester has definitely decided to have an Old Home Carnival week. It is to be held under the direction of Worcester Merchants Association, and will cost about $10,000. The dates decided upon are the evening of June 17, and on the days and evenings of June 18, 19 and 20. The first night, being a patriotic date, in and around Boston, will be very appropriately given up to the military. The city's Honorary Committee, which has given the proposition its approval, and joined in the enthusiasm with the Merchants Association, is composed of the following:

Mayor John T. Duggan, chairman; C. Henry Hutchins, A. George Bullock, Hon. H. A. Marsh, Hon. C. G. Washburn, David H. Fanning, C. S. Marshall, E. G. Connette, H. W. Goddard, H. P. Lewis, superintendent of schools; O. W. Norcross, F. E. Reed, James Logan, A. P. Cristy, George F. Booth, E. M. Moriarty, C. Edmond Belisle, John P. Holmgren, Hon. John R. Thayer, John E. Bradley, E. J. Cross, Dr. Thomas J. Barrett, Dr. George McAleer, P. B. Morgan, William H. Sawyer, M. J. Whittall, Dr. W. J. Delahanty, William H. Coughlin, J. P. Hamilton, George D. Webb and Charles L. Allen.

There are thousands of people in this part of the country who have no knowledge of the new Worcester that has grown up and other thousands farther away who have barely heard of the city. They should be encouraged to come here in June and learn the important fact that there is a big and hustling Worcester here, all the time ready to add to their knowledge and enjoyment in this life. It is laid out to be an occasion when every individual will feel proud of the fact that he either lives in the city, or near enough to it to do his commercial business here, or has learned that he can get what he wants in any line here, better than he can get possible substitutes anywhere else. People who return to the city for the first time in five years will be astonished, for the first time in ten years more astonished, and for the first time in twenty years overwhelmed with the significance of the improvements. They will know that the big village they left is now a city.

They will come here in June to see that there is not room enough for the traders in the places that they want. They will learn that the places where men used to sit and wonder who could ever pay $2000 a year rent for them, and live, are now let for $6000 to $15,000, and are still turning money back into the hands of the enterprising. Men who went away wondering if the Walker building would ever fill all its offices will come back to learn that the great steel structure going up in place of the old Butman block will not make room enough for the increasing demands for business rooms, though it follows several others since the smaller blocks ceased to be wonders.

The manufacturing business will be found to have outgrown their old ideas with equal strides, and the homes of Worcester will fill them with still more amazement. Everything is more than doubled. Everything is doubling now with tremendous force that makes opportunity the like of which is not to be found in any other city of New England. The hands of hustlers are seen everywhere.

There is a great mass of capital invested here in Worcester. In manufacturing alone there is invested more than $50,000,000, and for every dollar invested there is sent out of Worcester every year, over the world, a dollar and twenty-five cents' worth of manufactured product. The hum of machinery is in more than 1000 industries contributing to the great output of the best made goods in the world.

Definite action for the main purpose of making a show for Worcester at just what it is, will make the exhibition of this year worth a repetition often, and there is no better way of advertising the city to the world. Activity will be needed to the limit, and that is just what the business men of Worcester are capable of when they take hold. It means a bigger place for the city in the affairs of the State of Massachusetts.

Increase in Swedish Population

The 1907 Swedish directory for Worcester, published by Thure Hanson, contains the information that there are 30,000 of the Scandinavian population in Worcester. This is nearly one-fifth of the Worcester population. The book contains 6676 names, which is an increase of 1000 over the 1906 directory, and these names include persons over twenty years of age who were born in Sweden, Norway and Denmark, or whose parents were born in those countries. The rapid growth in Worcester of the Swedish people is shown by the fact that in making up the 1907 book about 1000 names were dropped of persons who are Finnish-speaking, and with these names out there is a decided increase in the number of names.

The Scandinavian population of Worcester supports seventeen separate places of worship, and nine churches own their own buildings. The Lutheran denomination is the strongest, with five churches. The Methodists, Congregationalists and Baptists have three each. There are two Salvation Army barracks. Several of the churches have over 500 members.

They have thirty-four secular organizations, in which all the leading fraternal organizations of the country are represented, such as the Odd Fellows, Foresters of America, Red Men, Degree of Pocahontas and Good Templars.

The Scandinavian people take a good deal of interest in the promotion of temperance both at home and in America. The Good Templars and kindred organizations are noted for their strength in Sweden, and in Worcester they have three large lodges, two of them housed in their own buildings. Each of these buildings is valued at over $6000.

There are two Swedish republican clubs, working for the principles of the party that nearly all of Scandinavian birth join as soon as they become citizens and have the right to cast a ballot.

The occupations of the Scandinavian people of the city, as given in the directory, are varied. Many hundreds are employed by the American Steel & Wire Company at its three plants, and they are employed in about every manufacturing enterprise in the city. Others are in business for themselves, and, by energy and ability, have acquired success in mercantile affairs. About all the professions in Worcester have men in them of Scandinavian birth. There are lawyers, physicians, clergymen, draftsmen, chemists and mechanical engineers; some of them educated in the schools of the old world and some in the schools of the new.

Price of Gas Drops Five Cents

The Worcester Gas Light Company has figured out that it can give Worcester 85-cent gas after July 1, a reduction of five cents per 1000 cubic feet. The gross price will be $1.05 per 1000 cubic feet, and with the discount allowed on bills paid within fifteen days from the first day of the month makes the net price 85 cents. This is the lowest point it has touched in Worcester and nearly as low as that paid for gas in a very few of the large cities. Boston has 80-cent gas, and a limited number of the metropolitan cities enjoy this luxury. In connection with this announcement from the office of the Worcester Gas Light Company, through a letter written by President Charles Dudley Lamson to Mayor John

T. Duggan, comes the announcement that a new $180,000 gas retort house is to be built. It will be on Quinsigamond Ave. near the present buildings of the company, will be 100 by 175 feet, 68 feet high, of two stories, of steel and brick, with a tile roof. It is authoritatively said that when this is constructed this retort house will be the best in the United States.

Mr. Louis H. Buckley, president of the Common Council, a short time ago offered an order in the City Council that a move be made for 80-cent gas and soon after this was adopted the reduction of price by the company was announced from the company's offices.

Slump not a Rich Man's Panic

An Exchange has figured out that the recent slump in railroad and other values is not a rich man's panic. When railroad values decline most values all over the country decline in sympathy, because they have been created by the railroads.

Consider the cause of a railroad building a spur into a wilderness. Every mile of the road is supposed to cost $60,000—a good average, considered so in Congress by experts from all parts of the country. These $60,000 are not lost, they have been invested, they exist yet in the shape of the roadbed, the rolling stock, a proportionate share in the terminal and other facilities of the main line. The land within five miles of the road has increased in value; say for a mile on each side of the track, by $20; for the next two miles backward from that girdle by $10, and for the next two miles farther away, by $5 per acre. Then the increase has been $20 per acre on 1280 acres, $10 per acre on 2560 acres, $5 per acre on 2560 acres, or $64,000 in all. The wealth of the nation has therefore increased by $60,000 through the transaction. And since every 50 or 100 miles on the new branch there will grow up a town, and some small towns between these centers of population which will increase the value of the ground covered by them to a great degree, the wealth of the nation created by roads or railroads or canals building will be great indeed.

When people increase, the energy of the men who form themselves into companies and build new transport facilities, the nation's wealth increases. Of course, it diminishes with the decrease of that energy. What the roads or canals receive in grants of land or money, they almost immediately give back to the communities which started and nursed them. When these hamper or bleed the roads or canals, their development is likely to stop, at least to be weakened, and the result is a slower increase in the value of the sections through which they pass, or even a decrease. For competition rules in the settlement of this country, and people are apt to plant their factories or warehouses in towns or cities which abound in means of transportation.

When a feeling of hostility against the roads is shown everywhere business is deprived even of this chance of moving from one section or State into another. And then the decline of values becomes general.

To Become a Consulting Engineer

Harrison P. Eddy, for nearly twenty years superintendent of sewers in Worcester, has resigned and is to become a consulting engineer. For several years Mr. Eddy has devoted part of his time to engineering and advisory work for other cities which have copied from Worcester its system of sewage purification and has been of material assistance in the development of these systems. There is no doubt that as a consulting engineer he will quickly acquire a national reputation and become one of the sewage experts in the country. For nearly a year he has been connected with the sewage disposal commission in Louisville and also in Gloversville, N. Y., and has also been a consulting engineer for the Massachusetts Metropolitan Water Board, besides acting in an advisory way for Milford, Fitchburg and other small cities and towns.

Mr. Eddy is a graduate of the Worcester Polytechnic Institute, of the class of 1891, and since 1892 was superintendent of sewers, succeeding Frederick A. McClure, now City Engineer.

The Conservative Say "Moral Suasion"

At the recent dinner of the Boston Economic Club it was freely stated that the time has come "to avoid extravagance, national, state, municipal and individual." This seems to be the interpretation of the recent stock market depression, as read by the closest students of conditions. On this point there is agreement, though beyond this business men and bankers argue at variance with one another. Whether there is to be a serious decline in values and business, so as to lead to permanent damage to the nation's prosperity, is not easily understood from the varying lines of argument. The majority of opinion appears to be that we are at the beginning of a recession of values and commercial business, a closer trimming of expenses, a more conservative way of doing all things, and that such recession is to be, in the long run, valuable rather than disastrous.

One president of a big trust says: "Confidence in investment is destroyed" and cannot be restored. The small investor—the man with $500 to $5000—will not buy securities once he is doubtful of those securities advancing in value and earning power. That is the extreme pessimistic view. There is another group of observers who feel that the policy of "smashing" with the "big stick" has gone far enough. They feel that "moral suasion" should now be allowed to play.

One of Boston's leading bank officers says: "There are two ways to bring up a family—by 'licking' or by moral suasion. The latter way is slower, but it is pleasanter for the family. Nationally, we have been trying the other way, and it may be that we have arrived at the desired end more quickly, though more unpleasantly. Now is the time to let things readjust themselves.

The most hopeful view of the situation is that there is no crisis approaching nearer than five years distant; that in the meantime there must be a 'healthy conservatism,' and that if this programme is carefully followed the time of the crisis may be indefinitely postponed. The immediate necessity is for a line of business activity in conformity with a proper recognition of impending danger; a course of mercantile and banking operations which shall hew close and waste not. Business on the grand scale is with a great risk, for some years to come. This is the view, not of the pessimists, but of those who see in this reaction a healthy sign for the better adjustment of business generally throughout the country."

New Field of Thought Opened Up

The address of Hon. John Barrett at the Board of Trade banquet was entertaining and instructive to a very high degree. It opened up an entirely new field of thought, in all probability, to four out of every five persons in Mr. Barrett's audience.

Hardly any person who gives any attention at all to the trend of international commerce can have failed to grasp something of the trade possibilities in South America. But Mr. Barrett's address did very much more than to exploit the Latin-American republics as the legitimate sphere of future trade operations. It revealed to his hearers a new world—an undiscovered country, to most of his listeners at least.

Even to the educated, up-to-date body of representative Worcester business men to whom Mr. Barrett spoke, his words were in many respects a revelation. His underlying thought of the marvellous possibilities of development in the twenty Latin-American republics to the southward of the United States, was not more impressive than the remarkable pictures he painted of what has already been accomplished in South American countries which the average North American too commonly regards with a sort of tolerant and half-amused contempt.—*Worcester Post.*

HON. JOSEPH HENRY WALKER.

Born in Boston, December 21, 1829.
Came to Worcester 1843.
Became a member of the firm of Joseph Walker & Co., 1850.
Elected to the Worcester Common Council, 1854.
Elected President of Common Council, 1869.
Elected to the Massachusetts State Legislature, 1879, 1880, 1887.
Candidate for Mayor of Worcester, and defeated, 1876.
Elected to 51st Congress from 10th District, 1888.
Elected to 52d Congress in 1889.
Elected to Congress from the 3d District to 53d, 54th and 55th Congresses, 1893-99.
Chairman of Committee on Banking and Currency in 51st, 54th and 55th Congresses.
President of the Trustees of Worcester Academy, 24 years; resigned in March, 1907.
Trustee of Newton Theological Institution, elected 1874.
Trustee of Brown University, elected 1880.
Trustee of the American Institute of Civics, elected 1890.
Member of the American Academy of Political and Social Science, elected 1892.
Correspondent of the Brookline Institute of Art and Physics, elected 1889.
President of the Worcester Board of Trade, elected 1891.
Charter member and first President of the Economic Club, elected 1903.
Received the honorary degree of LL. D. from Tufts College in 1891.
Veteran sportsman, fox hunter and owner of fine Jersey cattle.
Died in Worcester, April 3, 1907.

HON. JOSEPH H. WALKER, former Congressman from the 3d Worcester District, a former member of the Massachusetts Legislature and several years in Worcester City Council, prominent as a politician, financier and shoe manufacturer, and first President of the reorganized Board of Trade in 1891, died early in the morning of April 3, at his home, Main and Ripley Streets, of cerebral hemorrhage, after a sickness of over a month, aged 77 years, 3 months and 12 days. About a year ago Mr. Walker was taken sick with a slight cerebral hemorrhage, from which he recovered. About six weeks ago he was similarly afflicted, and after two weeks' sickness grew much worse, the affection becoming more general. Saturday, he had a bad sinking spell and grew weaker until the end.

Mr. Walker had a career that made him a conspicuous figure in national politics as well as in Massachusetts and Worcester. He retired from politics in 1899 when defeated by Hon. John R. Thayer, having then completed five terms in Congress.

He had extensive real estate interests in Worcester, Boston and Chicago, estimated to be valued at $2,000,000. His interests were all some time ago made into trust funds in favor of his children.

The past ten years of his life were rather more quiet than the preceding. He gave up active business connections when he was first elected to Congress. Departing from politics in 1899, when he was defeated by Hon. John R. Thayer, he devoted himself to the works he at that time had in hand. He kept on with his study and preparation of works on political economy. He wrote much on political economy, and perfected the bills he had before Congress when he failed of re-election. Beside his literary work he paid considerable attention to his farm at New Hampton, N. H., where he bred cattle of fine quality.

He was a trustee of Brown University, and recently gave up the presidency of the Board of Trustees of Worcester Academy, a position he had held many years.

He was a member of the Commonwealth Club, the Economic Club, Home Market Club and Massachusetts Republican Club. At the last annual meeting of Worcester Academy trustees, he resigned from the presidency because of poor health, and Judge Francis A. Gaskill was elected to succeed him. He leaves a wife, Hannah M. (Kelley-

Spear) Walker, and four children, Mrs. Milton Shirk, Peru, Ind.; Mrs. Adams D. Claflin, Newton; Representative Joseph Walker, Brookline, and George Walker, Newton, all of whom were at the bedside when his life ended.

He leaves these grandchildren: Elbert Walker and Joseph Henry Shirk, children of Mrs. Milton Shirk; Joseph, Richmond, George, Catherine and Evelyn Walker, children of Joseph Walker; Mildred and William Chaflin, children of Mrs. Adams D. Claflin.

Ex-congressman Joseph Henry Walker was born in Boston, December 21, 1829. He passed his boyhood days in the town of Hopkinton, where, as a pupil in the public schools, he manifested the same remarkable industry and attention that have characterized his later life work in business and general affairs.

His father had established a shoe factory in Worcester in company with a Mr. Barker. A few years later Mr. Barker retired and Mr. Walker and his brother, George M. Walker, were taken into partnership by their father. The years passed on and Mr. Walker's business ventures grew and expanded all the while.

The close of the war saw him the possessor of a great fortune, made in the manufacture of boots and shoes. It is told that in one year he cleared $84,000 from his shoe factory alone. After the war he built his Water-Street factory, one of the largest shoe factories in the State.

In 1868 he established the tannery and leather house of Walker, Oakley & Co., in Chicago, and kept his interest in this enterprise. His present investments in Worcester, for several years in trust, to avoid litigation after his death, are wholly in real estate.

When only 23 years old, in 1852, he was nominated for the Common Council of the Worcester city government. Peter C. Bacon was then Mayor of Worcester, the third chief executive of the city. Mr. Walker was elected to the common councils of 1853 and 1854, and in these two years John S. C. Knowlton was Mayor.

Mr. Walker's work in Common Council of 1871 and 1872 was of great benefit to the city, he introducing the same system and methods that had been so successfully adopted in his own personal affairs.

Mr. Walker was nominated for Mayor of Worcester in 1876 by the Republicans, but was defeated by Charles B. Pratt, Democrat, by 300 votes. The city had been carried by the Democrats the three previous years. Mr. Walker was sent to the Legislature in 1879, where he served two years, and it was then he was given the sobriquet of the "Gray Eagle of the Quinsigamond." Mr. Walker in 1884 opposed the election of James G. Blaine as President, going on the stump for Grover Cleveland. He was returned to the Legislature in 1887 and was elected to the 51st Congress in 1888, from the 10th Congressional District, and represented the Worcester district ten years, when defeated in 1899 by Hon. J. R. Thayer.

Aside from his business career as a shoe manufacturer, Mr. Walker always took a deep interest in farming. His investments in farm property were large, and at one time he was one of the most extensive breeders of blooded horses and pure-bred Jersey cattle in the United States. He established the Crystal Spring herd of Jersey cattle, that included some of the deepest milkers of the breed in the world. Mr. Walker was recognized as one of the most skilful breeders of horses and of Jersey cattle in the country.

His last farm was in New Hampton, N. H., and the butter from there brought the highest price of any dairy butter sold in Worcester. He was President of the Worcester Agricultural Society, holding that office on various occasions when the New England Society had its fairs in Worcester in conjunction with the Worcester society. In years past Mr. Walker was a frequent speaker at farmers' institutes, and other meetings of an agricultural nature.

Always interested in finance and business, he was the author of many papers and articles on these vital and intricate subjects. In 1881 he published a monograph entitled "Money, Trade and Banking," which attracted a deal of attention in the business and political world. In religious and educational matters he always was prominent as a worker and helper. He was a member of the Main Street Baptist Church and for years took an active interest in the Worcester Academy, being President of the Board of Trustees thirty-four years. He gave practical proof of his regard for the institution by gifts amounting to over $40,000.

The funeral took place in First Baptist Church on the afternoon of Friday, April 5, services being conducted by Rev. Dr. Lemuel Call Barnes, pastor. The memorial address was by Judge Francis A. Gaskill, president of the trustees of Worcester Academy; the eulogy was by President W. H. P. Faunce of Brown University, of which Mr. Walker was a trustee; Scripture reading was by Principal Daniel W. Abercrombie, of Worcester Academy, and singing was by the Baptist Church Quartet. The bearers were deacons of the church, and burial was in Rural Cemetery.

Judge F. A. Gaskill, among other things, said:—

Mr. Walker's life has been so identified with Worcester, it was to such an extent part of its best business, civic, educational, charitable and religious history, it so gave of its energy to the great advance along all these lines that our city has known that in this presence, among you who have known him so well and have felt the thrill of his enthusiasm as his heart has been moved and he has made a cause vital, that any recital of his activities seems needless. But those activities illustrate phases and elements of his character that are of commanding interest. The greatest dominating force in his life was absolute, unflinching heroic loyalty to his conviction, and this in turn rested for its abundant foundation upon a deep religious nature.

There was a magnificent courage to the man that always commanded my admiration irrespective of my agreement or disagreement with him. The sense of justice, exact and absolute to himself as well as to others, struggled for mastery in him. His vision of it was not obscure or dim, he looked for it in the light, not in darkness. Sometimes the glare was for a moment blinding; but he never ceased the quest for an illuminating light, and he found it.

If ever a man sought to be absolutely honest with himself, to be clear visioned, to be hopeful and to inspire hope, to be helpful to his fellow men, to stimulate courage and noblest bravery in meeting national or personal perils and in overcoming evil with good, that man was Joseph H. Walker.

So naturally and inevitably his life had no taint of selfishness in it. He had a deep and reverent sense of accountability to his Master for the best and wisest use of his powers and of his means. Catholicity of judgment and of effort therefore characterized him. His sympathies and his aid were not circumstances by sect, by condition or by tradition. His heart was as tender as a woman's to relieve distress or misfortune and as royal as a king's to advance a righteous cause. His beneficence came as the outpouring of a great and happy soul.

Since the death of our great Senator, the common judgment of Worcester has regarded Mr. Walker as our leading and greatest individual force. Though he had retired from public life, there was no abatement of his study of and interest in public questions. The impulse of partisanship had been superseded by the quieter force of matured wisdom: the vigor of conflict merged into the vigor of a peaceful Pisgah, for vigor always remained. One cannot think of him without vigor of intellect, of expression and of action.

To the last day of conscious activity nothing that tended to civic or individual purity, nothing that promised higher life or nobler achievement to nation, man or youth failed to enlist his keenest sympathy and active aid.

In his latest years he realized that the strenuous work of his life had ceased and the softening breezes of his Indian summer began to blow over his spirit.

In his own words, "I am now to strive to make the lives of those about me sweeter and happier." When strength and sweetness are combined, when mind and heart are in happy accord and activity, when benignity accompanies and modifies assertion, character is clothed with beauty. This our friend achieved. The sun lit up his evening clouds and the sunset was peaceful and beautiful.

Dr. W. H. P. Faunce, president of Brown University, gave the eulogy, in which he said:

We cannot think of the friend who has gone without recognizing the manifoldness and many-sidedness of his career. Indeed the men of his generation often possessed a greater amplitude of personality than the men of the generation which followed. In our own time life has been highly specialized, and a man surrenders many possibilities of development and enjoyment in order to succeed in one specific task. Many a man to-day surrenders literature, music, art, travel, society, college, and church for the sake of business success. But the business man of the last generation saw no such necessity. Mr. Walker was a hard worker in many lines. He had time for commercial enterprise, for wide reading, for intense interest in education, for church life, for political activity, for prolonged study of national and municipal problems, for travel, for friendship, and no one could meet him without realizing that he had rare knowledge of the entire world in which he lived. He was a man with wide, rich background, and he spoke and acted out of long experience with all sorts and conditions of men. When such a man goes from us, we realize that not only is one home in grief, not merely is one group of friends impoverished, but great circles of widely separated interests feel the same shock and suffer the same great loss. It is as when a forest tree falls dragging with it innumerable vines that have lived on its branches, and leaving a great space around it bare and unsheltered.

And this rich full life was unusually strong and positive. Primitive or frontier conditions tend to develop unique and rugged characters, while the refinements of the crowded modern city tend to rub off our corners and make all men alike. A democracy is in peculiar danger of uniformity and mediocrity, as all European critics of America have told us. To that danger Mr. Walker never succumbed. The attrition of life never reduced him to a smooth and colorless individual. It might have been said of him, as was said of Emerson, that "whoever met him for the first time experienced a new sensation, like the taste of some strong herb in the mouth." He was a very apostle of non-conformity. The fibre of his soul was sturdy, and his convictions were unflinching. Goodness to him was militant and courageous.

Weak acquiescence in things he abhorred as he felt ever the pressure of things that ought to be. He would not palter, or equivocate, or compromise, but spoke right on when he saw evil to combat or right to be enforced. It was a tonic to hear him speak or to see him toil. Even when we disagreed with him, as we often did, we could not but admire his forthrightness and tenacity of conviction. Like Epictetus, "he kept saying to himself however other stones may shine I must be true emerald and keep my color." Mr. Walker would be the last of all men to ask us even to-day to endorse his every opinion or approve his every policy. He would wish us even to-day to be what he was himself—fearless in truth-speaking and in maintenance of personal conviction.

REVIEW OF THE MONTH.

The following pages include the principal events which have transpired since the last issue of the Magazine. As pages of reference they are designed to be of value to the reader, giving in brief the principal happenings in a busy city.

MRS. ELIZA D. DODGE, wife of Thomas H. Dodge, who died in March, left a will which left nearly $100,000 to charity. There were thirty public bequests, disposing of $89,000; thirty-four personal bequests, disposing of $29,000, and the residue of her property, amounting to $82,000, was left to her husband. Her public bequests provide for an Eliza D. Dodge fund, in each instance the interest to be used. The Worcester County Mechanics Association was left $6,000, and an additional $7,000, on condition a portrait of her is hung in Mechanics Hall and that the association shall have a free lecture by some competent person, delivered on some evening in February, as near her birthday (February 6) as convenient, every year, the subject of such lecture to be "Young Women, their Duties and Obligations to the Public, and their Proper Aspirations," said lectures to be printed and distributed. She also provides that any beneficiary can have her portrait painted on request to the executors of her will.

The public bequests are:

Piedmont Society, Worcester,	$2,000
Woman's Association of Piedmont Church, Worcester,	1,000
Temporary Home and Day Nursery, Worcester,	2,000
Children's Friend Society, Worcester,	4,000
Young Women's Christian Association, Worcester,	5,000
Young Men's Christian Association, Worcester,	3,000
Worcester Society for District Nursing,	2,000
Worcester Society of Antiquity,	3,000
Worcester Natural History Society,	7,000
Worcester Employment Society,	2,000
Worcester County Mechanics Association,	6,000
Worcester County Mechanics Association,	7,000
Worcester City Missionary Society,	2,000
Worcester Boys' Club,	2,000
Worcester Auxiliary to Kindergarten for the Blind,	1,000
Worcester Art Society,	1,000
Worcester Art Museum,	4,000
Worcester Woman's Club Corporation,	4,000
Sons and Daughters of New Hampshire,	1,000
Odd Fellows' Home, Worcester,	3,000
Mothers' Child Study Circle, Worcester,	1,000
Home for Aged Women, Worcester,	5,000
Home for Aged Men, Worcester,	3,000
Congregational Club, Worcester,	1,000
Associated Charities, Worcester,	4,000
American Antiquarian Society, Worcester,	3,000
Woman's Christian Temperance Union, Worcester,	2,000
Worcester Woman's Club,	2,000
Baldwinville Hospital Cottages,	1,000
Memorial Hospital, Worcester,	5,000
Total,	$89,000

The Worcester Woman's Club on Thursday, April 4, gave its first guests' night in its own club house and was a pronounced success. A banquet was served by large committees of women, that was excellent in all its appointments, and for after-dinner exercises, literary men and women were chosen. Mrs. Harrison P. Eddy, president of the club, presided gracefully, and the speakers included Dr. Samuel M. Crothers,

of Cambridge, who read a paper presumed to be written 4000 or 5000 years in the future; Miss Caroline Ticknor of Jamaica Plain, who read an original poem on women's clubs and brought the greetings of the Boston women's clubs to Worcester; Judge Henry Shute of Exeter, N. H., who spoke on "The Small Boy," giving readings from his own book, "The Real Diary of a Real Boy," he being the real boy in the case; Mrs. Kate Upson Clark, of Brooklyn, N. Y., author and prominent litterateur, who spoke on "Solomons Versus the Modern Women;" Mayor John T. Duggan, who spoke for the city of Worcester.

Mrs. Eddy read a letter from an honorary member of the club, Mrs. Julia Ward Howe, who sent her greetings. She said that the toys of childhood became the tools of later life, and so it is that the women's clubs are developing as they grow older.

There were 350 guests at the banquet.

The management of the Worcester Music Festival for 1907, on March 31 announced the engagement of the festival pianist, Miss Katherine Goodson, of England, who played in Boston during the winter with the Boston Symphony Orchestra.

Miss Alice L. Harris, of Evansville, Ind., was elected assistant superintendent of schools by the School Committee April 2, her salary being fixed at $2,000 a year. There was considerable discussion in the School Committee over the election, considerable criticism being made for going out of the city for an assistant superintendent. At the same meeting Frank A. Kennedy of Medford was elected teacher in the Classical High School to take the place made vacant by the death of Frank L. Mellen. Miss Harris has had ten years' experience in supervision and has also had experience as a teacher in primary, grammar and high schools. There are about 8,000 public school children in Evansville, and something like 24,000 in Worcester.

Rev. Dr. Albert Wellman Hitchcock, pastor of Central Congregational Church, died at his home on Institute Road Tuesday, April 9, following an operation for appendicitis. Dr. Hitchcock was born in Kalamazoo, Mich., January 19, 1861, was graduated from the Kalamazoo High School, attended Kalamazoo Baptist College in 1878 and 1879, and was graduated from Amherst College in the class of 1882. He was principal of schools at Frankfort, Mich., in 1882 and 1883, and taught school in Decatur, Mich., in 1883 and 1884, and in 1885 and 1886 was principal of the Kalamazoo High School. From 1886 to 1889 he was a student at Yale Divinity School, and was two years abroad at Berlin and Oxford. He was ordained minister December 15, 1891, at Belleville Congregational Church, Newburyport. He remained there ten years, and in 1900 came to Worcester to succeed Rev. Daniel Merriman as pastor of Central Congregational Church. He received the degree of A. M. from Amherst in 1885 and Ph. D. from Clark University in 1906. He was identified with several Worcester organizations, was very prominent in charity work and well liked among the ministers of Worcester. He leaves a widow and three children.

Mr. George H. Coates of the Coates Clipper Mfg. Company, at the special election Tuesday, April 9, was elected Alderman from Ward 9 to succeed Harry L. Stockwell, deceased, by defeating Charles H. Sawyer, 83 votes, the total vote cast being 308 for Mr. Coates and 225 for Mr. Sawyer. The vote in the four precincts was exceptionally light, neither party making any special attempt to give out anything like its full registration.

One of the worst snow storms of the winter was experienced Tuesday, April 9, continuing through the day and night and well into the following day. It developed into a blizzard which interrupted street railway and steam railroad travel, and was one of the most

severe ever experienced in April. The fall of snow measured seven inches, and furnished sleighing for a few hours.

Robert F. Mathews, a member of the Worcester Police Department for twenty-eight years and a brother of Chief of Police David A. Matthews, died Monday, April 8, at his home on Elm Street, after a long sickness. He was a native of Boston, born May 5, 1845, and before coming to Worcester had lived in Hopkinton, West Boylston and Southboro. With his brother David he served in the 3rd Battery, Massachusetts Artillery, being attached to the 5th Army Corps in the Army of the Potomac. He was appointed policeman January 1, 1879, by Mayor Charles B. Pratt. He was a member of Post 10, G. A. R., and belonged to several Catholic fraternal organizations. He leaves a wife, one son and two daughters. A son, Major George F. Mathews, of the regular army, died within the past year.

The annual mess of the Tatassit Canoe Club, "The Big Ditch," was given on the evening of Monday, April 8, and was the most elaborate performance this well-known organization of amateurs has given. It was witnessed by about 400 members and guests of the club and was greeted with much enthusiasm. "The Big Ditch" is a burlesque on the building of the Panama Canal, and the characters and the burlesque were written by Richard H. Hammond and staged by Clarence E. Jaggar, while the lyrics were by Wallace T. Morley. The characters included President Roosevelt, Secretary of War William H. Taft, the President of the Panama Republic and a few others of national character. The principal features of the production were the musical numbers, the costuming, the local grinds, and the duet and quartet singing. The Tatassits, which is one of the most prominent clubs on the Lake, have established an enviable reputation as producers of burlesque, and never have they reached the perfection in this line which characterized the production of "The Big Ditch."

Dr. S. Alphonse Daudelin has been appointed by President Roosevelt, High Commissioner of the United States to the International Maritime Exposition which will be held in Bordeaux, France, from May 1 to October 31. By the language of the communication, Dr. Daudelin will be the "high and sole commissioner" of this country in France during the exposition.

Dr. Daudelin is one of the best known French citizens of Worcester and New England. He is a former President of the Medical Students' Association of Laval University, Montreal, and was admitted to the practice of medicine in 1895. From 1896 to 1898 he was established in Fort Kent, Me., and for a while was attached to the surgical staff of St. Bazile Hospital.

He was licensed to practice in Massachusetts in 1898, and came to Worcester, where he has resided ever since.

Mrs. Urania G. Minard, widow of Henry Minard, one of the oldest women in Worcester, died in the home of her daughter, Mrs. Henry A. Price, 6 Wachusett Street, April 1. She was 95 years, 6 months old.

Mrs. Minard was born in Pleasant River, Queen's County, N. S., the daughter of Bartley Bradford and Nancy (McLern) Freeman. Though born outside of the United States Mrs. Minard was a descendant of one of the oldest New England families, being a direct descendant of Gov. Bradford of the early Massachusetts colony. Her father was named after the colonial Governor. Her father was an evangelist and was one of the early settlers of Queen's County, N. S. At the age of 18 she went to live in the town of Kent, and at the age of 26 married Henry Minard, a well-to-do farmer there, where the next 78 years of her life were passed. Following the death of her husband, about 18 years ago, Mrs. Minard lived a short time on the farm and then came to Worcester to live with her daughter, Mrs. Price, the only surviving member of a family of several children.

The fortieth anniversary of George H. Ward Post, G. A. R., was in Mechanics Hall, on the night of April 16, about 400 guests being present. This is the largest Grand Army post in the country, there being over 800 members. After a reception, dinner was served and at the head table were Commander F. O. Bushnell, Mayor John T. Duggan, Congressman Charles G. Washburn, Department Commander D. H. L. Gleason of Natick, Senior Vice-commander A. S. Roe of Worcester; Junior Vice-commander J. L. Parker, Lynn; Rev. Dr. A. J. Canfield, Worcester; Major P. L. Rider and C. W. Wood. The speakers were: Commander Bushnell, who gave the address of welcome, and an epitome of the history of the post; Mayor John T. Duggan, who responded to the toast, "The City of Worcester;" Department Commander D. H. L. Gleason, Natick, "The G. A. R.:" Congressman Charles G. Washburn, "The Nation:" S. V. D. C., A. S. Roe, "The Daughters of Veterans and the Relief Corps;" Rev. Dr. A. J. Canfield, "Associates;" Charles W. Wood, "Departed Comrades;" Junior Vice Department Commander John L. Parker, Lynn, "Sons of Veterans:" Major Phineas L. Rider, "The Militia."

City Solicitor E. H. Vaughan has given a decision to Mayor John T. Duggan which compels the enforcement of the municipal eight-hour law, and which will go into effect May 2. The only departments exempt from this law are fire, school and police, and they are outside because the employees cannot properly be classed as laborers, workmen or mechanics. The act will increase the running expenses of the Worcester municipal department from 10 to 50 per cent. and will cost the city additional thousands of dollars.

The Methodist Conference, at its session during the week of April 13, several changes were made affecting Worcester. Rev. W. A. Wood of Laurel Street Church was transferred to Winthrop Street Church, Boston; Rev. C. W. Ford, Park Avenue Church, transferred to Asbury Church, Springfield; Rev. Dr. S. M. Dick, Trinity Church, was transferred to the Minnesota Conference and will locate in Minneapolis; Rev. F. H. Wheeler, superintendent of the Stetson Home for Boys at Barre; Rev. G. O. Crosby was transferred from Cherry Valley to West Quincy. To fill these vacancies Rev. William Hodge was nominated for the Lake View Church; Rev. Alexander Dight comes to Laurel Street Church; Rev. J. H. Packard goes to the Park Avenue Church, being transferred from Bethany Church, Boston; Rev. W. H. Dockham is appointed to the Trowbridge Memorial Church; Rev. M. T. Whittaker succeeds Rev. G. O. Crosby at Cherry Valley and Rev. Dr. H. W. Ewing of Winthrop Street Church, Boston, is appointed to succeed Dr. Dick at Trinity Church.

Patriots' Day was observed in Worcester in common with the other cities throughout New England. The weather was cold, a snow-storm prevailing during the afternoon. The 15th annual convention and banquet of the Massachusetts Letter Carriers was held here; Wachusett and Mt. Vernon Encampments of Odd Fellows entertained nearly 300 members of the Lynn Encampment, the occasion being the bringing to Worcester of the "three travelling pillars;" the Worcester Veteran Firemen entertained the Barnicoat organization of Boston; L. J. Shay, at the opening of the Worcester Golf Club grounds, won the handicap match; Holy Cross College ball team defeated Georgetown 1 to 0 in 10 innings; the Rochester Club of the Eastern League defeated the Worcesters of the New England League 6 to 1.

At a special meeting of the Worcester City Guards, April 17, Lieut. F. H. Lucke was advanced from 2nd to 1st Lieutenant to fill the vacancy caused by the death of Lieut. Moses H. Tisdell. Sergeant Archie F. Murray was elected 2d Lieutenant.

Harrison P. Eddy, superintendent of sewers for about twenty years, resigned his office April 15, and will establish an office as consulting engineer. He has for some time been consulting engineer for sewage disposal projects in Louisville; Gloversville, N. Y; Fitchburg; Milford; and Woonsocket, R. I., and is acting as consulting engineer for the Metropolitan Water Board. Mr. Eddy is a graduate of Worcester Polytechnic Institute and has been connected with the sewer department since graduation.

The annual convention of Phi Gamma Delta Fraternity of the N. E. section took place April 13, at the Chapter House of Alpha Ki Chapter, on Salisbury Street. There were about 75 present, the delegates being from the eastern colleges and Daniel F. O'Regan of Worcester was section chief. At a banquet given in the evening, there were speeches by Dr. L. P. Kinnicutt of Worcester Polytechnic Institute, O. H. Cheney of New York University and Adolph Arvelman of the Interborough Rapid Transit Company of Brooklyn.

Rev. Edmund B. Patterson, pastor of Grace Methodist Church for the past four years, has been transferred from the Massachusetts to the Kentucky Conference, and will be pastor of the leading Methodist church in Louisville, Ky. The transfer is made on account of the health of Mr. Patterson, who desires a field in a more desirable climate. He will be succeeded by Rev. Dr. Frederick A. Gould of the First Church of Jamestown, N. Y., and will preach his first sermon in Worcester Sunday, June 2.

Dr. Patterson came to Worcester in 1904 from Baltimore, where he was pastor of the Madison Avenue Church, one of the wealthiest in the Baltimore Conference. He is a native of England, born in Bately 41 years ago, and received his education in America, being graduated from Northwestern University at Evanston, Ill., also of the divinity school of that institution. He joined the Michigan Conference in 1884 and preached at Benton Harbor and Lansing. In 1895 he went to Jamestown, Pa., and in 1899 to the Madison Avenue Church, Baltimore. He had been identified in various parts of the country in Y. M. C. A. work and had contributed to the newspapers in the cities where he preached. Rev. Mr. Gould, who succeeds him at Grace Church, is a native of Maine, born in Woolwich, and was graduated from the Ohio Wesleyan University and Baltimore University and took a course at the Boston Conservatory of Music. He has held pastorates in Brooklyn; Oberlin, O.; Elyria, O.; Cleveland, Mansfield, O., and Jamestown, N. Y., from which place he comes to Worcester.

Mathew Gault, of the city engineer's office, has been elected superintendent of sewers to succeed Mr. Harrison P. Eddy, resigned. Mr. Gault has been in the city engineer's office since 1890 and on sewer work since 1891, being intimate with the workings of that department. He is a graduate of Dartmouth College of the class of 1890, of which he was president, and came to Worcester directly from graduation. He is a native of Pembroke, N. H., 39 years old, and studied for college at Pembroke Academy.

Mr. Charles A. Merrill, for many years a Worcester attorney, died May 2, after a short sickness from pneumonia. He was born in South Boston, Sept. 23, 1843, son of Rev. Dr. Merrill of Concord, N. H., who was the second President of McKendree College of Illinois. He entered Dartmouth College and was graduated from Wesleyan University in 1864. He taught school for two years and during the war was paymaster's clerk in the army. In 1867 and 1868 he was private secretary to the sergeant-at-arms of the U. S. Senate and of Senator J. W. Patterson of New Hampshire. He was graduated from the Columbian Law School, Washington, 1868; Harvard Law School, 1869, and came to Worcester in 1871. He was a partner of Col. W. A. Gile until 1879, since which time he had practiced alone in Worcester.

CORPORATE POWER AND WEALTH.

I CANNOT tell you how much you have honored me by this invitation to come back to New England; back to my New England. I was born in Massachusetts; at least in a province of Massachusetts. I was born in Maine, and it has been said that the best people of Massachusetts went up to settle Maine and left the rest here to settle Massachusetts. I have been interested in Worcester because some of the brightest professors I have in Syracuse have taken their upper degree at your university and since our department of applied science was opened, some of the best machines for teaching a technical education have come from your factories. But we feel that we have paid you back at least in part. We have sent you one of our most successful Congregational ministers. I want to say that he would not be a Congregationalist if he had not adhered to one of our leading Methodist doctrines, that of backsliding. And we also sent you the pastor's wife and if he doesn't say that she is nine tenths of the outfit then he's not what I take him for.

I used to go through Worcester on the way to Maine before you became a branch of the New York Central. Now I have to go around by way of New York City in order to get there on time. I always used to wake up when I got to Worcester because I know we were getting near Boston and it was time to rouse up, so I remember Worcester as a place where people wake up.

I might start my talk with a text which a kindly gentleman has given me. He sent me a letter containing some questions. He signs his name and writes courteously and it should be acknowledged courteously. But I have not the time and possibly have not the right to start here the discussion which he opens. I should like to talk upon it.

He wants to know, first, if a man has the right to acquire a title to an acre of land, if he has not a right to acquire a title to more, even to the whole world. I answer, certainly, if he can take the title honestly and the other people are willing to give it. Then he wants to know about a man's right to make money, whether, if a man has a right to make one dollar, he has the right to make all the money in the world. Yes, it is a great deal better for a man to try and make all the money in the world than not to try to make any. I believe in men having ownership to which they are responsible.

Then the gentleman wants to know about tainted money, if there is any such thing. No, money cannot be tainted. Money does not have personality. If you are going to stop to look up the pedigree of every dollar before you spend it, you will wait a long while before you spend a dollar. If you are really afraid your money is tainted, hand it to me and I will take it and take the taint off.

I see by the subject assigned that you would have my views regarding corporate power and the amassing of wealth. I have my own views, which are not recent ones. I have held the same ones a long time—in fact, ever since I began my public career. And it has followed me all the way through life and has not changed. It is the same to-day as it was before the present conditions came to pass. So you cannot charge me with coming under the contaminating influence of millionaires and changing my views accordingly.

I started out with the idea that this was a very large country and that it takes very large things to measure it. I went from Maine to the extreme limits of the country at that time. It seemed a very long journey and took nearly a month by the crude facilities for travelling at that time. And I have travelled across the continent from coast to coast, by fast moving trains,

taking a week for the journey, and I said it is a large country. And down to the Gulf I travelled and was impressed with the bigness of the country. Other countries I can travel as the shuttle flies across the loom, and you could store them all in this country, and this but added emphasis to the largeness of the country.

And I said it takes a tremendous energy and an enormous massing of capital and the genius of all men of all times to use the streams for power and to generate electrical energy. And I said it takes enormous capital to stretch across into the Pacific valley the rails over which the freight and the passengers may roll. And, I thought it takes enormous capital to promote the telegraph and the telephone and to launch ships upon the Great Lakes and even upon the sea to carry the products of this nation to the world outside. These things shone like stars in the firmament, and I knew of no one man who had brains and genius and energy and resources enough to do all this.

I lived when men were engaged in the smaller activities, but the greater things could be seen. So when I saw the Pacific telegraph and the Pacific railroad and saw the industries of the nation developed like the coal fields and the oil fields, I saw that it was massed brains and massed capital, and I saw the need of corporate power. These enterprises are the natural developments of the great progress we enjoy. They do not trouble me at all, and they never did. They are to the time 100 years hence what the canal boats were to the raging Erie.

There was a time when a man might have been up to date if he had questioned the railroad. I can see how a man might laugh at the inventor of our modern facilities. It is said that when Stephenson had completed his first railroad locomotive, a man asked him if it would not be very embarrassing if a cow should be on the track. He replied, "Yes, embarrassing for the cow." There was a time when a man might have questioned our modern inventions. I can see how a man could have, but I do not know of a man who goes around boasting that he is the descendant of the man who questioned the inventors. I have not heard a man boast of being a descendant of a man who asked Stephenson about the cow. That man never had a son, as far as we can learn.

The time is coming when it will be just as hard to find a man who will boast of being the descendant of one who questioned corporate power or branded it as an octopus and held up the promoters as criminals. It is exceedingly unfortunate that in the movement of business there should be an attitude which is averse to these great corporations. It is unfortunate that whenever civilization starts to form anything, it must first deform it; unfortunate that it can't generate without first destroying.

How can it be that men who have had no experience in the process of the great constructive business of our progress should condemn them and prophesy as to their future and lay down laws to govern them. We are now talking about these things as if they must be restricted. I don't say that they don't need restrictions. I think they do. But we must realize that they are the real proportions of the time in which we live and the great enginery by which we have progressed. A time ago a great man stood outside his back door catching lightning in a bottle. The other day Niagara was harnessed and electric power is being sent half way across a state to furnish light and power to her cities. That is the difference between a day when a man experimented with a bottle and when corporate power is developing a mighty national power.

The great corporations are here to stay. They cannot be blotted out. If we are rational we must see that they are harmonious with the times in which we live. Heat, light and chemical energy have been given to men by Almighty God and He tells them to build up the world and this nation has been built up. Now we get timid and say it is too great.

That simply argues this: that you are not big enough for the times. The trouble is not with the business, you are not big enough for it. You may condemn the great railway, but I ask you to put your ear to the rails and you will hear the hum of a mighty freight traffic distributing the great wealth of the country. I suppose there is some bad management. These railroads are simply in their infancy. They are tremendously overcrowded and are unable to cope with our great progress.

I suppose there must be legislation restricting them and fixing the rates, but it must not be overdone. I like the old-fashioned courts and old-fashioned judges. I think we used to get along pretty well. I am not altogether happy over great commissions for everything. I am not happy over commissions each to do its work by its own nostrils, scenting around for odors which it can bring back to the chief for him to ample.

If we have got to restrict these corporations, I say don't discredit them entirely. And of course there are legitimate restrictions. There are crooks of course. But get after the crooks and you can get after the crooks alone. Don't get after everybody and make them all crooks. We have got to have the great corporations, although, of course, some defects can be remedied. Let us have some legislation that is constructive instead of destructive.

I am driven to the conclusion that the corporations are the true measure of our progress because their business is credited all over the world and I am awfully disturbed when I find our own people taking such an attitude as can ruin the men in the lead as in one recent instance. You of whom I am addressing are dependent upon the corporations. You may not be directly under them, but you get your steel from the corporation which you could never take from the mine yourself.

Another thing which is well to remember is that the corporations won't pay the bills for your attacks upon them. The people of New York and your own State pay for the coal strike in Pennsylvania. The men who have to pay excess prices for their houses, etc., are paying for the careless attacks upon our business interests. The workingman might as well understand that the trust won't pay the bills. If they don't realize it they will pay for all the violence they put into the country's business activity.

You say, what are we going to do with the corporations in control? I say that you will do just what you are doing now. The great benevolences and great philanthropies would be impossibilities were it not for the millionaires. Those men of all men are moving the great industries and the great charitable enterprises. They are the men who distribute the race over the continent and move the things by which the tremendous energies of this country assume definite shape. They are not to be judged by the amount of money they make, but rather by what they give to the nation's progress.

I am not prepared to take the slightest pessimistic view in these matters. The corporations do not trouble me at all and I don't think legislation can control them. You can't keep great men down. Legislation can never make a big man do little things or a little man do big things. Legislation cannot make an unsuccessful man successful or a successful man unsuccessful: nor can you make an unsuccessful man successful by legislating a successful man out of the way to make room for him.

See to it that you make the men as big as their times, make them as big as the land in which they live, and then, if you do that, there will be no danger of fortunes being too swollen. Don't misunderstand me. I do not praise the corporations and amassed wealth without qualification. I praise nothing without qualification that has human nature in it. Human nature always makes mistakes. But I say let men live. When you get hold of these great movements don't think that you have got to kill them entirely.

CHANCELLOR JAMES R. DAY.

OF SYRACUSE UNIVERSITY.

Before Worcester Metal Trades Association.

WORCESTER BOARD OF TRADE.

BANK BUILDING, 11 FOSTER STREET.

OPEN 8.00 A.M. TO 5 P.M. PRESIDENT'S HOURS: 1 TO 2 P.M. MONDAYS, TUESDAYS, WEDNESDAYS AND FRIDAYS.

PRESIDENT, WILLIAM A. LYTLE. VICE-PRESIDENT, GEORGE F. BOOTH.
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Clerk of the Corporation, WILLIAM H. SANFORD. *Auditor*, H. WARD BATES.

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The Worcester Board of Trade wants to keep on file at the Secretary's office a complete list of places where floor space can be secured for manufacturing and business purposes. There are calls made every day for such information. The Secretary would appreciate it if every owner of a building in Worcester used for manufacturing or mercantile business would furnish particulars of what he has for renting purposes, and if land-owners would also file a list of available building sites. State owner, location, whether store or factory, amount of floor space, amount of power available and approximate rental. If it is land for manufacturing purposes, state owner, location, number of square feet, general dimensions, any building thereon; if so, give floor space, number stories, brick or wood, power plant with horse power, and purposes last used. Also give name of railroad near it and side-track facilities. Give price that can be used as basis of negotiation.

This information is for the use of the Secretary, and is not to be used for any purpose except to locate new or present business interests. No compensation is to be asked for any lease or rental that may be brought about by the Board of Trade.

Historical—April 29, 1846, Rev. Edward Hale ordained pastor of Church of the Unity.

May 1, 1844, Quinsigamond Lodge of Odd Fellows instituted; 1861 Home Guards organized.

May 2, 1825— Town Hall dedicated.

May 3, 1830—Explosion in Mayor Chapin's office.

The annual meeting of Worcester Board of Trade took place in the rooms on Foster Street on the night of Tuesday, April 16, and the annual reports were submitted and accepted. The Treasurer's report showed the expenditures as amounting to $5805.57, and the receipts from all sources were $7408.35. The net profit from the publication of Worcester Magazine was about $500, the monthly cost of the publication being about $150. The Treasurer's books show a balance in savings banks of $4,300. The organization is in a prosperous condition and the surplus of $1,500 in the National Bank deposit took care of the annual banquet May 2. The reports of the President and Secretary will be published later, together with committee reports.

The election of officers resulted as follows: Directors for four years, Victor E. Edwards, Arthur O. Young, John J. Power, Dr. Thomas Howell and E. J. Cross; and for one year, to fill an expired term, Charles T. Tatman; Membership Committee, Louis H. Buckley chairman, Gustaf A. Berg, C. M. Smith, H. E. Townsend, and W. J. H. Nourse; Treasurer, Samuel D. Spurr; Clerk, William H. Sanford; Auditor, H. Ward Bates.

The 32d annual banquet of the Worcester Board of Trade was held in Mechanics Hall on Thursday evening, May 2. The attendance was the largest, with one exception, in the history of the organization and the banquet was pronounced the most successful ever held by members who have attended for the past 25 years.

Members and guests began to assemble at six o'clock and from 6.30 until 7 there was a reception in Washburn Hall, where Hon. Wm. A. Lytle, president of the Board of Trade, with Governor Guild, the speakers and invited guests received on the east side of the hall. With them were Hon. Leslie M. Shaw, Congressman

Charles G. Washburn, Hon. John Barrett, Justice Arthur P. Rugg, Lieut. Gov. Eben S. Draper, and Mayor John T. Duggan.

The speakers were Mayor John T. Duggan, Hon. Charles G. Washburn, Hon. John Barrett, head of the Bureau of South American Republics, and Hon. Leslie M. Shaw, former secretary of the United States treasury, who delivered the principal address of the evening.

The music was furnished by the Worcester Brass Band and A. A. Brigham of the State Mutual restaurant was caterer.

The Legislature has dissolved a large number of corporations, including these which were from Worcester and Worcester County:

Spiers-Fish Co., the Spy Co., U. S. Compound Oxygen Co., W. A. Beaudette Co., W. C. Young Manufacturing Co., Whitcomb Foundry Co., Whitcomb Manufacturing Co., William Allen & Sons Co., Witherby, Rugg & Richardson Co., Shepley & Smith Contracting Co., Rice & Griffin Manufacturing Co., Ransford Insecticide Co., Quinsigamond Lake Improvement Co., People's Ice Co. of Worcester, National Plunger Elevator Co., N. A. Lombard Co., Miles F. King Advertising Co., L. W. Pond Machine Co., Johnson, Carpenter Co., J. W. Taylor Manufacturing Co., Speirs Manufacturing Co., Worcester Automobile Co., Worcester Color Co., the Worcester Construction Co., Worcester County Publishing Co., the Worcester Elevator Packing & Supply Co., the Worcester Fire Appliance Co., Worcester Last Co., Worcester Novelty Co , Worcester Optical Co., Worcester Stock & Grain Co., Worcester Textile Co., Worcester Umbrella Co., Worcester Wire Co., A. W. Darling Woolen Co., Etna Knitting Co., Carroll Oilless Bearing Co., Charlton Wire Co., Cream of Chocolate Co., Cuban Disc Co., Davis & Buxton Stamping Co., Dean Whiting Elevator Co., Draper Machine Tool Co., G. H. Cutting Granite Co., H. C. Fish Machine Works Co., Hogg Carpet Co.

Elevators which will run higher from their bases than any others in the world are being made at the works of the Standard Plunger Elevator Co., Jamesville. The company is working on a contract for 23 elevators to be installed in the Broadway Courtland building, New York city. There are seven of the elevators which will have a run of 355 feet in the big 30-story building, and that is 70 or 72 feet longer than any other lifts of the kind in the country.

Seven of the elevators will make the 355-foot run, seven a run of 239 feet, seven 139 feet, and the others will be shorter runs. It will be some months before the order will be finished. It was the largest order, when it was given, which has ever been given for elevators of the plunger type.

W. J. Fripp has been appointed general superintendent of the Boston & Albany division of the New York Central & Hudson River Railroad, succeeding J. B. Stewart, whose resignation, to become effective June 1, has been filed to Gen. Mgr. Edgar VanEtten.

J. B. Stewart resigned from the service of the Boston & Albany division about four weeks ago to become president of the International Antifrictional Metal Co., Boston.

The report from Boston is that fast-failing health compelled Mr. Stewart to retire from railroad life and rest at his home in Newtonville, preparatory to taking up the business of the metal company.

Mr. Fripp was transferred from the West Shore division of the New York Central two weeks before the resignation of J. B. Stewart was made public. His arrival in Boston was made conspicuous by the creation of an office of assistant general superintendent to which he was appointed.

Now, with the retirement of Mr. Stewart and the promotion of W. J. Fripp, that office has become defunct and it is understood that, for the present at least, it will be allowed to remain vacant.

J. W. Bishop Co., 107 Foster Street, has been awarded the contract to build an addition to the factory of the Massachusetts Mohair Plush Co., at Lowell. It will be 60x100, five stories high. The concern also has the contract to build a power house and coal pocket at the Colgate University, Hamilton, N. Y. The power house will be 48x58, the coal pocket, 56x35, of native stone.

Dorais & Dupuis, 3 New Sutton Lane, have been awarded the contract to build a parochial schoolhouse at Central Falls, R. I., for St. Matthew's parish, Rev. A. H. Laliberte, pastor. The building will be 97x64, three stories high, of buff brick with granite trimmings and a non-fading blue slate roof. It will have steam heat, electric light and modern schoolhouse sanitary appliances. There will be a chapel on the first floor, which will be used for a church for the present. Fontaine & Kinnicutt, Woonsocket, R. I., are the architects.

A co-ordinate survey of the city of Worcester is being made by the students of the civil engineering department of Worcester Polytechnic Institute. The object of the survey is to make an accurate map of the city. The survey is divided into three parts: First, the triangulation for the location of points on the principal hills or buildings of Worcester; second, the location of points at the corners of all intersecting streets, and third, the location of street lines, property lines and buildings.

The origin of the system is the center of the spire of City Hall. Its geodetic position has been found from Prof. A. D. Butterfield's triangulation in 1898, which connected Boynton Hall and Newton Hill flagstaff with the state survey stations at Wachusett and Bumskit. From Boynton Hall and Newton Hill a triangulation system for the city was laid out in 1902 by C. C. Derby and H. H. Greene as thesis work. This work has been continued from that time. Some of the stations now included are Bancroft Hill, Green Hill, Belmont Hill, Mt. St. James and Clark University.

THE WORCESTER MAGAZINE

Vol. X. JUNE--1907 No. 6.

Magazine and Municipal Comment.
Now or Never in South America.
The Jamestown Tercentennial.
For a Merchant Marine.

DEVOTED TO

Good Citizenship and Municipal Development

PUBLISHED MONTHLY BY THE BOARD OF TRADE
WORCESTER, MASSACHUSETTS,
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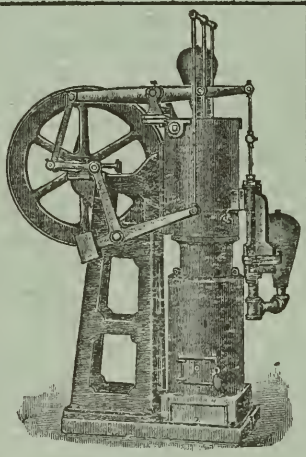

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WORCESTER, MASSACHUSETTS

WORCESTER BOARD OF TRADE BANQUET, MAY 2.

The Worcester Magazine.

VOL. X. JUNE, 1907. NO. 6.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

Worcester's Future a Railroad Center

The announcement that the N. Y., N. H. & H. R. R. will absorb the Boston & Maine Railroad means more to Worcester than now appears on the face of things. There is no protest from the N. Y. Central against the proposed absorption, and it would not be surprising to see, within a few years, all the great New England railroads controlled under one management, and that the New Haven system. There seems to be so much harmony among these great railroad men, including Mellen and Tuttle, that the merger looks practically settled. The settlement of the Worcester grade crossing proposition, the proposed absorption of the Boston & Maine by the N. Y., N. H. & H. R. R., the possible combination of all these great eastern railroad systems, and the amalgamation of the trolley lines with the railroad systems, bids fair to be one of the most important projects that New England has ever seen, and in which Worcester may figure in no small way. The consolidation of the street railway systems running throughout central Massachusetts and touching Connecticut and Rhode Island towns to the south of us, was a project in which Worcester gained. It has been stated in one of the Worcester newspapers that this city is bound to be the New England centre base of government for the railroads and the railways. That will include the base of supplies for the largest section that can be portioned out to any one city. By reason of their positions near the ocean, Boston and Providence will gain somewhat, but it is said that it will be no surprise to railroad men to see the executive offices of the consolidated lines of steam and electricity located in Worcester. It does not require much analysis to see what such a condition means to this city. It means a growth within the next ten years with which no other New England city can keep pace.

Automobile Common Sense

There is such a thing as automobile common sense. The increasing number of manifestations on the part of automobilists showing consideration for the rights on the part of others, as well as asking for the same consideration of their rights on the part of others, will, if persisted in, solve the automobile problem. The Automobile Owners' Association has consistently held to the attitude that every automobilist must use the road with due regard for the rights of others, and the influence of such an association is considerable. A small pamphlet just

issued by the association, containing, in addition to a brief résumé of the automobile laws in Eastern states, a few simple rules for drivers of automobiles, hits the case fairly. If every automobilist would faithfully observe these rules, there would be little trouble. Besides the obvious directions as to meeting and passing other vehicles, the rules suggest these eminently sensible precautions:

Never pass a person or a vehicle at a high rate of speed. Upon approaching a crossing or persons or animals, slow down, seasonably blow your horn, and exercise every reasonable precaution to prevent the frightening of persons or of animals. Drive slowly through thickly settled and business portions of cities and towns. Do not raise dust unnecessarily. In the event of a collision or accident, whether through your fault or not, stop and offer such assistance as you may be able to render, secure the names of witnesses, and note all possible things involved in or connected with the accident. Always have control of your vehicle. Always bear in mind the laws of the State, the ordinances and by-laws of cities and towns, and the rules and regulations of boards and commissions, and obey them.

Such recommendations, coming officially from an organization such as the Automobile Owners' Association, should and will go far towards diminishing the weekly list of accidents.

Worcester Rate is Raised

Certain savings banks in New York and Philadelphia have raised the rate of interest paid on deposits, and it has been queried by Boston depositors why the same good times may not come to the depositors in the Massachusetts savings banks. It may be answered, so far as Worcester is concerned, that the rate of interest has been raised and the indications are that the flat rate that was formerly paid by all the banks, and now paid by two of them, will be the basis of dividend by a third. This may be a temporary raise, however, for the tendency in Massachusetts, as any one is familiar with banks knows, has been downward. It is said in Boston financial circles that there is no likelihood of any increase in savings bank rates of interest on deposits, although it is possible that there may be isolated instances of an attempt to pay better than is now paid. This is argued from the fact that taxation of the Massachusetts savings banks is a heavy burden for them to carry as compared with the taxation on similar institutions in New York State. This burden must be shared, of course, by the depositors. It sufficiently explains the difference between the situation of the Massachusetts savings banks and the New York institutions when it is noted that with twice the deposits of the Massachusetts savings banks, the New York institutions pay, altogether, only about one-third as much in total taxes. In addition to this, in New York State there has been an advance in the interest rate on mortgages, and this advance has worked directly to the advantage of the savings banks. The extra mortgage rate has of course not been a burden on them, but has, on the contrary, enabled them to obtain greater returns on their investments. This mortgage rate in New York has been increased from four per cent. to four and a half and even five per cent. None of these conditions so favorable to the New York banks applies in Massachusetts, and there is nothing in sight to indicate a better rate of interest for the depositors.

The Billboard Discussion

A number of local movements have been discussed to stop the so-called billboard nuisance in or near Boston, but so far the reformers have contented themselves mainly with talk. What has been going on in Boston in this direction is true of many of the larger cities in the United States, extending even to the eastern slope, Los Angeles being especially active for the abatement of billboard advertising.

Possibly, if advertisers themselves were better educated to their own interests, they would abandon a field in which so much money has been wasted—not merely because of the growing indignation of so large a portion of the

public, but because they may realize how little benefit they get from such efforts. Some advertisers seem to think that so long as they spend money on "advertising," they are sure to get returns. It is true that an advertisement in a reputable daily newspaper, if wisely worded and advantageously displayed, is about as profitable an investment of money as can be made. But outside of that one general class of advertising mediums, it is the reverse of true that the money spent on advertising is sure to be wisely spent. More money is wasted than is well spent in the other efforts to reach the public. To talk of all these efforts as "advertising" is a queer misnomer. One might as well speak of an ox-team as rapid transit.

The Bucket Shop Must Go

It looks as though the bucket shop would have to go. The signature of Gov. Curtis Guild, Jr., to the so-called bucket shop bill is one step in the settlement of a fight which is being waged all over the country, and while many claim it is not brought to a satisfactory issue in Massachusetts, the anti-bucket shop men see an important victory in the first stages in their contest by the signing of a bill by the Massachusetts Governor. It is probable that the time will come soon that there will be no place in New England where the bucket shop may legally do business. Worcester has not in recent years been wholly under the control of bucket shop evils. Within the past three years more than a dozen of them have been driven out by failure and legislation, and the latest bill will practically eliminate the bucket shop feature from Worcester's speculation. It is not the province of the law to prevent speculation in stocks. If any man wishes to risk his money in the stock market rather than in ordinary commercial or mercantile business, he has that right beyond any question. But the bucket shop does not deal in stocks. That is exactly why this state has legislated to prevent the existence of such an institution any longer. The bucket shop is merely a device for getting the money of little would-be speculators who imagine that they are buying stocks when they are merely turning it over to the bucket shop proprietor. The ordinary fluctuations of the market allow the proprietor to confiscate it, on the plea that the so-called and entirely supposititious "margin" has been wiped out. On the other hand, if there is no fluctuation which allows this plea to be made with any show of truth, the usual recourse of the "runner" is to disappear with the money of his victims. So that whatever happens in the market, the proprietor is certain to win, in the long run. This may be called gambling, but it is so one-sided that swindling is a better term for it. In any case, the swindles are to be driven out of Massachusetts, if the law shall be enforced.

General View is Optimistic

Many watchers of trade movements, including former Secretary of the Treasury Leslie M. Shaw, who addressed the Board of Trade at its annual banquet, May 2, have been for some time convinced that we are on the eve of a period of restricted output and a general conservatism in American industries. This opinion, however, is not universal. It is worthy of notice that almost on the heels of the reports of curtailed expenditures on railroad construction and improvements comes a statement of good industrial prospects among the varied industries, which are large vendors to or patrons of the railroads. The Manufacturers' Record, in a canvass undertaken, ventures the statement that the view from the greatest business concerns in America is one of broader optimism, tinged by less pessimism, than could ever before in the history of our country been written of every section and every line of industry.

The conditions are fairly outlined in the views expressed by such representative concerns as the Carnegie Steel Company, who can see nothing but continued business prosperity ahead; the various Westinghouse interests, who find indications of more than a duplication of last year's record-breaking business; the Baldwin Locomotive Works, which say that the purchasing power of

the people is unprecedented and furnishes ample activity in every line of commerce and industry, and the Studebaker Brothers Manufacturing Co., representing the central West, who contend that any one predicting at this time clouds and thick darkness lacks faith in his country.

As the canvass shows, in detail, the note of exuberant cheerfulness is sounded all along the line by men fully qualified to speak authoritatively as to conditions in steel and iron, in lumber and leather, in textiles, concrete, machinery, municipal improvements and building supplies. Their answers deal not only with a continuance of the present wonderful prosperity, but of the future widening development of the industrial activities of every section. It is quite noticeable that a number volunteered the statement that collections are exceptionally good, while others point to a steady growth of their foreign trade. Another sign of the times that is worth keeping in mind is the announcement that for the first time in American history the prosperity of the country is uniform; it is found alike on the farms of the South and the West, in the transportation interests of the country, in the iron and steel and machinery branches of trade and in the textile industry. Nowhere is there a weak spot. "With an increase in the last six years of nearly $8,000,000,000 in the value of the farm property of the country, a gain which in itself is equal to one half of the entire capitalization of the American railroads, and almost ten times as much as the aggregate national bank capital of the country, we have a conception of the pre-eminent financial solidity of the agricultural interests of the country," says the Record.

With prosperity on the farm and in the factory, with labor in demand as never before and at higher rates of wages than known in the past, with railroads taxed beyond their ability to handle the traffic offering, with the furnaces and foundries and machine shops and factories of every kind pressed to the utmost limit of their productive ability to meet the demand upon them, is said to be no need of apology whatever for the statement that "whoever at this time predicts clouds and thick darkness lacks faith in his country," or that still more striking one, that "the croakings heard from time to time are but the wail of the pessimistic."

New Superintendent for Boys' Club

The Worcester Boys' Club has a new superintendent in the person of David Armstrong of Pittsfield. He has been assistant superintendent of the Boys' Club of that city, and comes well recommended as a man of up-to-date ideas, and will undoubtedly maintain the same standard which has characterized the importance of this organization in the interest of Worcester's boys. There is much good work that can be done in starting these boys, many of whom are taken from the streets, in the right direction. From a small organization, formerly located in the upper story of an out-of-the-way block off Main Street, this club has developed until it now occupies one of the prominent buildings of the city, in the business section, and sufficient novelty has been introduced in the management to attract to the organization hundreds of boys of tender ages, who have been given a start that has been needed. Superintendent Streeter, who went to the Worcester County Truant School from the Worcester Boys' Club, a few months ago, did a great deal for the development of the boys, and those who have the selection of his successor feel confident that in Mr. Armstrong, a man has been secured who will carry on the work to a high degree of success. He is twenty-two years old and his connection with the Pittsfield organization has been as assistant for the two past years to Mr. P. A. Jordan. The Pittsfield Club is recognized as one of the most successful in the United States, and the methods used there are considered up-to-date in every particular. The work is systematized almost to perfection, and Mr. Armstrong has had a great deal to do with this feature of the Pittsfield work. In connection with the election of a new superintendent, the trustees are seriously considering the erection of an addition to the present building on

Portland Street, on land in the rear, to be used as an assembly room and gymnasium. This feature will be one of the strongest attractions to bring to the club the youth of the city as any that could be planned. It is a healthy sign of success when the interest manifested takes hold of an organization of this character.

New School of Practical Arts

Boston is to have in the fall a new school of practical arts for girls. The purpose of this school is to give girls broad opportunities in two lines, both of which aim to furnish them with an education that is not only inspiring, but essentially useful. All the courses to be presented are to be treated in such a way as to give them productive value, either for the uses of business life or for the demands of the home.

For example, the industrial training will run along two important lines; not only to offer commercial training to girls who are studying to become self-supporting, but also to those who want to fit themselves for the activities that home life demands. Thus there will be a commercial department and a home-making department. The latter is to be a department treating of "domestic science in such a way as to make girls intelligent on the ordinary household processes, and to understand the simple laws and facts of chemistry and physics and biology applying thereto." According to the plans of the Boston School Board, the girls in this household department will have a thorough tuition, which will add to their experience and skill in the daily household duties. For example, "the best ways of sweeping and dusting and their relation to comfort, to health and to house furnishings" will be considerd; bread-making will be practiced as well as studied. The results of courses in this department are to be "those which will make a young woman better able to care for a home, and far better able to direct its care than if she had lacked them."

The Boston Advertiser, commenting on this new high school says: "But while the duties essential to the home will be emphasized, those studies also are to be pursued that are likely to give girls on their graduation a special training which will have 'a direct money-earning value.' At the opening of the school courses in plain sewing will be introduced, and these will be extended into cutting, fitting, dressmaking, embroidery, etc., as the school develops. These courses give practical experience in the different lines of work mentioned. Studies of fabrics, enabling the girls to understand the real qualities and values thereof, will be made, and it is hoped that at the conclusion of these courses in sewing the girls will have 'a practical as well as a theoretical knowledge in regard to qualities, care and treatment of different materials' from which clothing is made. Extended millinery courses will also be offered, connected with the academic work through four years. Other industrial departments are under consideration, and will be added as the school increases in age and size."

This seems like a unique addition to the public school system, and it remains for Boston to inaugurate it and to develop it along lines above planned. At any rate, it will give people who criticise the Boston high schools because they do not give a practical education, opportunity to find a new objection after next September, when this latest school is opened.

Worcester was on Time

With the opening of the Jamestown Exposition, it is said that Worcester was on time. It was not the most prominent feature of the exhibition in which Worcester figured, but from its standpoint it was important. In the State exhibit palace at the Southern show, the only exhibit ready and absolutely on time was that of the birds made by Mr. Charles K. Reed, the celebrated ornithologist of this city. This is not an important factor in the latest exposition, but it is well worth considering that when a thing is to be done right and done promptly, it is not amiss to call on Worcester. It is worth a little mention at least to know that in its special line Worcester received its share of advertising by the exhibit made by Mr. Reed, and which was ready the morning the gates were opened and the fair started.

Increase for Cotton Operatives

While Worcester is not in a cotton mill zone, the recent announcement of the rise in wages in the mill cities and towns of southeastern New England is well received. It is estimated that at the close of the present month 85,000 operatives will feel the benefits of the advance in the sliding scale, which augurs well for prosperity in this section of the country. It is almost self-evident that the other industries of New England will share more or less in the prosperity of the mill workers. When some 85,000 of operatives week after week and month after month have more money to spend, it is certain that the other industries operating in the same section must gradually feel the results of the increased prosperity. Of course, the immediate effects will come in the retail branches of trade first. The money of the operatives will go into the dry goods and provision stores of Fall River, New Bedford, Providence and other cities of that section first, then to the wholesale houses which supply those stores, and so on, in an ever-widening circle.

Programme for Carnival Week

By the time the Worcester Old Home Carnival begins, June 17, it is expected that the committee will have raised the necessary $10,000 to carry out the planned programme, which covers four days and nights of carnival features. Nearly $8000 is now in hand, and during the coming two weeks it ought not to be a difficult matter to raise among the public-spirited citizens the other $2000. For the celebration, organizations of various kinds are responding liberally to the committee. The programme as planned includes many interesting features and is as follows:—

Monday, June 17, matinee races at the fair grounds in the afternoon; evening, military parade, undoubtedly the largest ever in Worcester, under the directions of Major P. L. Rider, followed by a display of fireworks at Institute Park.

Tuesday afternoon, trades procession, under the direction of Richard Healey, to include representatives from the varied trades and industries of Worcester; evening, parade of antiques and horribles in charge of Mr. A. M. Van Dusen.

Wednesday, all day, firemen's muster, including parade and play-out, under the direction of Mr. Winthrop Hammond; evening, civic parade, in which the fraternal, labor and civic organizations will participate. The chairman of the committee for this is Mr. Moses Gross.

Thursday afternoon, automobile and coaching, riding and driving parade, in charge of Mr. E. A. Cowee; evening, concert in Mechanics Hall, arranged by Charles I. Rice, a programme to be given by a chorus of 450 High School pupils, assisted by the Boston Festival Orchestra. This carnival will be the most elaborate Worcester has given, and in connection with it will be published a souvenir sketch of Worcester, written by Hon. Alfred S. Roe, to which the business houses have contributed liberally.

Boot and Shoe Statistics

In a report issued by the Census Bureau the latter part of May, the United States is shown as a leader among owners in the manufacture of shoes, and a great increase in the value of every kind of boots and shoes. It shows that there were 1,316 establishments engaged in the industry, having $122,526,093 capital, 149,924 wage earners, wages amounting to $69,059,680, cost of materials amounting to $197,363,495, and products valued at $320,107,458. All of these items, except the number of establishments, show increases for the five year period since the twelfth census. Capital and value of practically the same rate. Number of establishments decreased almost 18 per cent. since 1900. Hides to the number of 17,581,613, costing $89,126,593 reported by 669 establishments, represented 46.6 per cent. of the total cost of materials.

At the census of 1905, there was an important concentration of the industry in the eastern states. Pennsylvania, Massachusetts, Wisconsin, New York and New Jersey reported products valued at over $20,000,000; their combined total of $171,764,248 was 68 per cent. of the total for the United States.

NOW OR NEVER IN SOUTH AMERICA.

The following is the address of Hon. John Barrett, director of the International Bureau of American Republics, Washington, D. C., before the Worcester, Massachusetts, Board of Trade, at its annual banquet in Mechanics Hall, Worcester, May 2, 1907.

IT is a great honor and distinction, which I deeply appreciate, to be asked to address a representative gathering of business men such as can assemble in so prosperous and progressive a city as Worcester. Especially is it a pleasure to come back to the city where I went to school nearly twenty-three years ago. My preparation for college at Worcester Academy under the first year of Doctor Abercrombie's able administration, developed in me an interest in Worcester which has always caused me to follow closely its growth. I congratulate you upon the magnificent strides it has made in the two decades which have gone by since I had the honor of living in your midst.

In view of my experience as your minister in three of the principal countries of Latin America, respectively Argentina, Colombia and Panama, and of the fact that I am now Director of the International Bureau of American Republics, an institution founded sixteen years ago by James G. Blaine, and given new life by Elihu Root, the chief purpose of which is not only to extend commerce and trade but establish better relations among the American republics, it is fitting that the topic of my discussion tonight should be the relations of the United States with Latin America.

NOW OR NEVER IN SOUTH AMERICA.

The time is at hand that calls for what might be termed a widespread Latin American movement in the United States. The commercial, economic and social conditions of our southern neighbors invite our immediate and particular attention. To say that it may be "now or never" with North American prestige and trade in Central and South America, is not a statement of an alarmist or pessimist. It is a simple and logical conclusion drawn from a thorough study of the actual situation.

There never was a period in the history of the relations of the United States with her sister American republics that afforded such combined opportunity and necessity as the present for the development not only of our moral influence, but of our commercial interests. On the other hand, there never was a time when European nations and buiness interests put forth such efforts, as they are now legitimately exerting, to increase their own prestige and trade in South America.

Although the situation should be one of closest rivalry where the United States can and ought to win, if it does not give Europe too long a start, the advantage now is decidedly with the latter.

LATIN AMERICA MOVING RAPIDLY FORWARD.

Many of our sister republics are now making a progress that challenges the attention and respect of the world. Some of them are going forward with such splendid energy that they are running a close race with the past records of the United States and the present achievements of Japan. Others are on the verge of a progressive growth that will astonish skeptical critics of the Latin race and delight knowing admirers of their latent possibilities.

In short, it is safe to predict a forward movement during the next decade for the Latin American republics that will give them a position and prominence among the nations of the earth not thought possible a few years ago. It will bring to them a commerce for

which the United States and Europe will compete with every resource at their command.

BRAZIL LARGER THAN THE UNITED STATES PROPER.

Let us first consider some conclusive facts showing the importance of Latin America. How few people realize that Brazil is larger than the United States proper? That out of the mouth of the Amazon every day flows more water than from the Mississippi and nearly all the other big rivers of the United States combined. That the Amazon drains an area almost three times the size of the Mississippi Valley. That the city of Rio Janeiro, the capital of Brazil, now has a population of eight hundred thousand (800,000), and is fast becoming one of the most beautiful cities of the world? That this metropolis is growing possibly faster than any city in the United States, after New York and Chicago, and that Brazil already has a population exceeding twenty million (20,000,000), which is increasing with great rapidity. How few know that a thousand miles up the Amazon is a great, thriving, bustling town of fifty thousand population, Manaos, with electric street cars, electric lights, splendid opera houses, handsome parks, splendid docks, and all the evidences of an up-to-date European or North American progressive city? How few appreciate that you can leave Rio Janeiro and travel up into the mountains of Brazil and find the beautiful city of San Paulo, as large, attractive and prosperous as Denver in our own Colorado. Last year Rio Janeiro spent more money for widening and beautiflying its streets and making greater harbor improvements than any city in Europe or the United States. Vast systems of railroads are contemplated throughout Brazil that will in time unite its different parts as do the transcontinental lines of the United States.

ARGENTINA—A LAND OF GREAT PROGRESS.

Looking next at Argentina, we marvel again. Lying far south of the equator in a temperate climate, it has an area equal to that portion of the United States east of the Mississippi River, plus the first tier of States west of the Mississippi River. It is gridironed with a splendid railway system, built largely by English and German capital, so that the business man or tourist can travel thousands of miles in different directions in handsome vestibuled trains. Its capital city, Buenos Ayres, is the largest Latin city in the world, after Paris, and already has a population of one million one hundred thousand (1,100,000). It is no exaggeration to say that it is more beautiful than New York, Philadelphia, Chicago, Boston, or even your own excellent Worcester. Its parks, boulevards, schools, opera houses, and palatial residences are unsurpassed by those of any North American metropolis. But to realize the actual importance of Argentina, please bear in mind that with only six million (6,000,000) inhabitants, it last year boasted a foreign trade exceeding five hundred million dollars ($500,000,000). This means over eighty dollars ($80) per head, and is greater than that of Japan with forty millions of people, or of China with four hundred millions of inhabitants. If Argentina can conduct a foreign commerce of $500,000,000 with six millions people, what will she do when she has twenty-five millions?

CHILE, BOLIVIA, PERU AND OTHER WEST COAST REPUBLICS.

Crossing southern South America we see enterprising Chile, reaching for nearly two thousand miles up and down the Pacific coast with railroads in all directions, opening up mines, starting new industries, improving harbors, and recovering from earthquake shocks as if they were mere child's play. Her foreign trade has tripled in ten years, although the benefit has accrued to Europe and not to the United States. Gay and beautiful Santiago, its capital, is one of the most attractive cities of the world, with a population of nearly three hundred thousand.

A little ways to the north is Bolivia,

three times the size of the State of Texas, and now spending nearly fifty million dollars ($50,000,000) in the construction of a great railroad system. Bolivia possesses mines of copper, tin, gold and silver that insure her vast wealth.

Next we find Peru pressing onward, in an area equal to that of our whole Atlantic coast from Maine to Florida, to a newer and more prosperous material existence. Lima, its capital, is a little Paris and a great intellectual center.

Then there is Ecuador, small on the map, but having an area as large as California, Oregon and Washington combined, that ships all kinds of products and is traversing both her low plains and high mountains with railroads.

Finally we come to fair Colombia, where I had the honor of serving last year as your Minister. Colombia is as large as Germany and France combined and is a land of mighty resources. Although apparently located entirely in the tropical zone, it has large areas which, on account of the altitude, are as cool all the year round as Massachusetts in October. Bogota, its capital, is one of the intellectual centers of the world, and located in an ideal climate nearly 9,000 feet above the sea, on one of the most beautiful plateaus of this earth.

I might talk to you, moreover, of Venezuela, then of Panama, and Central America, and finally of Mexico, where are invested eight million dollars of American money, but I have not time nor your patience.

PRESENT VALUE OF LATIN AMERICAN TRADE.

To impress upon the minds of those who are very practical, the importance from a strictly commercial standpoint of the field being discussed, it is next desirable to give some general figures covering the present extent and value of Latin American trade.

A careful estimate based on the official figures of 1903, 1904 and 1905, shows that the total foreign trade, exports and imports, of the nineteen Latin American republics from Mexico and Cuba, south to Argentina and Chile, amounts now annually to the magnificent and surprising total approximately of one billion, eight hundred million dollars gold ($1,800,000,000). The exports and imports stand about in the ratio of 5 to 3, that is, the former represent three-fifths and the latter two-fifths of the total. Exportations therefore can be placed at about $1,080,000,000 and importations at $720,000,000. Now if we went no further into this investigation, these remarkable sums alone, which show almost a phenomenal advance over those of ten years ago, would be incontroverble arguments in favor of the United States bending its energies to increase its commerce with South America. Although they speak eloquently in support of the speaker's contentions about the trade and progress of the Latin republics, let us note just where our country stands.

EXPORTS AND IMPORTS OF THE UNITED STATES.

The total exports of the United States in 1905 to Latin America were valued at $182,000,000; the total imports from Latin America to the United States at $309,000,000. This means there is an annual balance of $127,000,000 against the United States, which Latin America, in turn, uses to buy a vast quantity of articles in the more enterprising markets of Europe. Considering the greatness of the United States, the variety of its manufactures and products, and its conditions of demand and supply, there is no valid reason why it should not now sell to Latin America as much as it purchases from it.

If we study the exports and imports of the United States from all parts of the world, we find additional proof that we are not carrying on the trade with Latin America that we ought to conduct. Only ten per cent. (10%) of our huge total of exports went to Latin America in 1905, although the latter's imports are valued at over one million dollars; and only twenty per cent. (20%) of our immense total of imports

found their origin in that part of the world whose exports are valued at seven hundred and twenty million dollars.

FACTORS UNFAVORABLE TO NORTH AMERICA.

The first great factor unfavorable to North American trade and influence in Latin America is the *essential difference in lineage and language,* but this point is little appreciated. The power of similarity in race and tongue is mighty. Kinship in these respects brings men closer together. It makes them more sympathetic, and this counts much in Latin countries. The average North American, instead of carefully studying methods of counter-balancing these adverse conditions to his progress in Latin America and of adapting himself thereto, undertakes an independent line of action and ultimately fails in his purpose.

The second great factor is corollary to the first, and it is one of which, in our seeming abundance of knowledge and self-confidence, we are lamentably ignorant. Frankly termed it should be called the "*holier than thou*" attitude, too commonly and persistently assumed by North American statesmen, newspapers, writers, travelers and business agents when discussing or dealing with Latin America.

In other words, the people of the United States have too much and too characteristically "*patronized*" the peoples, customs, institutions, achievements and governments of their sister American nations. Per contra, we should give Latin America more credit for its actual and praiseworthy progress in developing stable, national and municipal government, in promoting both high class and general education, in making its own excellent literature, historical and romantic, in advancing scientific investigation and invention, in solving grave social and economic problems, and comprehensively striving under difficult conditions to reach a higher standard of civilization.

NORTH AMERICANS MUST LEARN OTHER LANGUAGES.

As to language, it is difficult to speak with patience. So small is the percentage of North Americans visiting Latin America, on business or pleasure, who speak Spanish or Portuguese, or French, that it is a wonder that they make any progress in their plans. Ninety-five per cent. of the Europeans who go to Central and South America understand one of these tongues. French is mentioned because nearly all the well-educated Latin Americans speak that language. This subject requires no argument—it is simply impossible for the North American, who knows none of these languages, to become thoroughly "*simpatico*" and to master the Latin point of view in either commercial or political relations. I would that both our business schools and regular colleges might make the study of either Spanish, French, or Portuguese compulsory in order to receive a diploma. Portuguese is more important than is generally regarded because it is the working language of Brazil—and Brazil to-day is taking rank as one of the great nations of the world, but the average well-to-do Brazilian also speaks French.

LACK OF FAST STEAMSHIP FACILITIES.

In studying the causes that act as deterrents to Pan-American accord, we must emphasize the lack of first class passenger and mail steamship service such as characterizes the systems of communication between Europe and Latin America. The long-established and well-defined association of Latin Americans with Europe has been immeasurably encouraged by the excellence of steamship facilities, which have given them ready access to the satisfactory conditions found there in turn, for business transactions, education of families and enjoyment of leisure and travel. If the average merchant and traveler of South America could reach New York with the same comfort and speed that he can proceed to Paris, there would be at once a vast and radical change in the situation favorable to the United States.

This statement is not introduced as an argument for a "subsidized merchant marine." I am not discussing the pros and cons of that mooted issue. I am simply stating a fact and describing a condition. That there is *not one first class fast* mail and passenger steamer running between New York, in the United States, and such important South American points as Rio Janeiro and Buenos Ayres, was given glaring prominence by the experience of the delegates to the recent Pan-American Conference in Rio Janeiro. Only a few could obtain accommodations on the one little vessel that, with its sister boat, makes monthly trips to the great capital of Brazil. All the others were forced to go via Europe, where six different lines provide a score of splendid modern, up-to-date, fast ships between the principal ports and those of South America.

No Latin American merchant or capitalist is going to North America on a slow semi-cargo boat with limited accommodations when there are numerous fast steamers bound for Europe with as fine arrangements as our transatlantic liners. This is axiomatic—but it means the loss of millions of dollars of trade to the United States every year, according to the direct testimony of South Americans themselves! It is true that there are excellent freight steamship facilities between North and South American ports, but they do not meet the passenger requirements any more than would a purely railway freight service suit the passenger traffic between New York and Chicago.

REVOLUTIONARY MOVEMENTS EXAGGERATED.

Too much importance is now attached in the United States to the idea that revolutions prevail all over Latin America, and that, therefore, commerce and investments are insecure. This conception of Latin America as a whole is entirely erroneous and does our progressive sister republics a great injustice. The continent of South America to-day is free of serious insurrectionary movements, with few, if any, indications of more civil wars. The recent conflict in Central America was unfortunate, but it served to emphasize the firm peace and prosperity of Mexico. The tendency of public opinion and the powerful influence of large business interests in such great nations as Mexico, Brazil, Argentina, Chile and Peru is all against revolutionary movements, and, although now and then some slight sporadic attempt shows itself, it is most difficult for it to grow into dangerous proportions. Then, again, the gridironing of those countries with railways permits the immediate sending of troops to any place and crushing without delay incipient revolts.

OTHER IMPORTANT CONSIDERATIONS.

Having enlarged upon some of the most important general considerations bearing on our commercial and friendly relations with Latin America, it is now well to enumerate, without comment, a few specific but still interesting agencies that demand attention, improvement or development, such as:

(*a*) The extension of the work and sphere of usefulness of the International Bureau of American Republics in Washington, D. C.

(*b*) The invariable appointment of men of culture and refinement, combined with energy and tact, as ministers and consuls to Latin American capitals and ports.

(*c*) The sending of business representatives or traveling salesmen who are always gentlemen and speak Spanish or French.

(*d*) The manufacture in the United States or adaptation of articles to suit the local Latin American demand.

(*e*) The giving of credit to reliable purchasers, as is done by European shippers, instead of always exacting payment in advance or on shipment.

(*f*) The use of greater care in packing goods for the long distance to be traveled, for the severe changes of climate, and for the size of parcels required in different markets.

(*g*) The opening of North American banks, or branches thereof, in the principal cities of South America.

(*h*) The inducing of young Latin Americans to come to our technical and professional schools instead of going to those of Europe.

(*i*) The popularizing in our schools and colleges of the study of Latin languages, history, institutions, etc.

(*j*) The early building of Pan-American railway connections so that North, Central, and South America may be literally united with ties of steel.

(*k*) The investment of North American capital in the resources, mines, industries, and in the construction of railway, tramway and electric light plants, in the more peaceful and progressive countries of South America.

And—

(*l*) The correction, through the careful diplomacy of our ministers and consuls and the just policies and methods of our business men, of the false impression in regard to the intentions of the United States toward Latin America, as existing in the minds of some Latin American editors and publicists, and the gradual development, in place thereof, of a kindly attitude toward their Yankee sister republic so often described as the "Yankee Colossus" and "Yankee Peril."

STANDING ABROAD OF THE PRESIDENT OF THE UNITED STATES.

At a large and important gathering of this representative character, it is fitting, in conclusion, to consider some special phases of our foreign relations, political and commercial, that affect the growth of our influence as a nation, particularly in South America.

First, at this very moment when the whole country is occupied with a discussion of the personality and policies of President Roosevelt, there is one fact not generally appreciated, but which must be recognized and admitted by his critics as well as by his admirers —a fact which greatly augments the prestige and standing abroad of the United States as a leader among the nations of the world. Among the masses of people in foreign lands, Roosevelt is the best known and most admired man in all American history. No matter how high we place Washington and Lincoln, they hold no such position in foreign popular estimation as does Roosevelt. This may not be surprising as to Europe, where the daily press circulates everywhere, but it is indeed remarkable how well the name of Roosevelt is known among even the coolies of interior China, the sheep herders of Australia, the miners of South Africa, and the gauchos and Indians of South America. And with this knowledge go a profound respect and genuine admiration that makes every American's blood tingle with sincere pride.

The travels and experiences of those Americans who visit either the thickly populated or remote sections of the world confirm this statement. Especially was it impressed upon me by the direct questions of the cowboys or gauchos of the most distant and inaccessible sections of the Argentine pampas and Patagonia in southern South America, and by the almost savage Indians on the Andean plateaus and along the headwaters of the Amazon and Orinoco in northern South America. When in turn they were asked if they had not heard of George Washington, they invariably replied that the only name in American history well known to them was that of Roosevelt. Whenever one of their number ventured far away to visit places where he came into contact with the outer world, he returned always with stories of one foreign name only—that of the great North American President; and when at distant periods of time a foreigner came among them, they always begged him to describe this wonderful leader of the North American people.

RADICAL CHANGE IN SOUTH AMERICAN FEELING.

Second, as a result of President Roosevelt's official policy and personal influence, in which he has been so ably seconded by Secretary Root, there has been a complete and radical change during the last year in the attitude of the South American press and people

towards the United States. Instead of constantly making prominent the danger from the "Big Stick," they are seeing that Roosevelt's "Big Hand of Help" is sincerely and strongly cooperating with them to bring permanent peace and prosperity to all America. Instead of looking for spikes and sword points on the same "Big Stick," they behold blossoming from its rough angles the olive branch of peace and good will.

While a year ago, or before the great South American diplomatic tour of Elihu Root, the principal statesmen and newspapers of Latin America were inclined to question the real purpose of the United States in its occupation of Porto Rico, its interference in Cuba and Panama, and its concern in the settlement of Central American disputes, there is now a striking and impressive unanimity of confidence in the unselfish policy and plans of the Government of the United States as directed by Roosevelt and Root.

OUR GREAT MORAL RESPONSIBILITY.

Third, the chief responsibility and opportunity of the United States at this hour in Latin America is not material and commercial. It is not the maintenance of the Monroe Doctrine and the selling of agricultural and mining machinery. Rather, on the other hand, is there a great moral obligation and serious duty of setting an example in our civic and business life and administration that will merit the genuine emulation and respect of our Latin American neighbors. It is true, and we should realize it, that to-day all South America is asking the vital question whether, in view of disclosures and conditions of our business, municipal and governmental affairs, which have not only astonished Americans, but startled the world, they must not after all look to the old nations of Europe for leadership in ideas, methods, and customs of political, business and social life rather than to the United States. How the American Government and people may solve the mighty problems now before them will largely determine the extent of our prestige, influence, and even of our trade throughout Latin America.

The Monroe Doctrine and all efforts at commercial exploitation are entirely secondary considerations in the evolution of the final relationship of the United States to the other American republics. It is an issue of national and individual probity and honor and not of politics and trade, whether the United States is to be forever recognized as the trusted and respected leader of the family of American nations.

In the personality of President Roosevelt and in his struggle for the betterment of our nation and the uplifting of our people so that we may always merit their trust, the Latin American nations and people see the embodiment of their ideals and they place their hope for the consummation of their confidence in the United States. Though foreigners, they are keenly watching the outcome with sympathy and moral support for the President, and with the belief that the North American people, as a whole, will stand with him and thus maintain the position of the United States, not only as the first nation of Pan-America but of the entire world.

THE JAMESTOWN TERCENTENNIAL.

THE plan and scope of the Jamestown Exposition are so broad and comprehensive, and its ramifications are so numerous and of such vital importance, that to write an article covering all, within a limited space, requires a faculty for condensation that I fear I do not possess. Volumes might be written on the subject, and yet not the half that would both interest and instruct, be told. So broad is the plan and so comprehensive is the scope that nothing is omitted that should be represented, and nothing is elaborated beyond the degree that its importance merits. This is a broad claim, but I feel justified in making it because I believe that the verdict of the press and public, when the Exposition has become a matter of history, will verify the claim.

The plan evolved and developed after the most mature and careful consideration is to fittingly and appropriately celebrate and commemorate the three hundredth anniversary of the first English settlement on the American continent. And the fact that this little band of hardy English pioneers, swayed by the storms of adversity and harassed and besieged by hordes of savages, grew and developed into what was then the most powerful and the richest of the mother country's foreign possessions, and finally, through years of untold privations and fields of carnage from Lexington to Yorktown, into the United States of America, gave birth to the idea of making the Jamestown Exposition a national affair, the more so because, around the site selected for the Exposition, Hampton Roads, near Norfolk, Virginia, are clustered so many points of historic interest—points where transpired events that mark the most prominent epochs, not only in the history of America, but in the history of the world, and that directly and indirectly had their influence on the destinies of almost every civilized nation and upon the islands of the sea.

In the evolution of the plan it was decided to invite government participation that in addition to the historic, educational, scientific and commercial features of the Exposition, there might be added the new and novel feature of naval and military display and manœuvres. The matter was accordingly laid before the President and Congress with the result that a bill was passed and approved by the President, providing for not only a national, but an international celebration of the three hundredth anniversary of the first English settlement in America, and to defray the government's share of the expenses Congress then and in subsequent amendment to the bill apropriated $1,750,000. Congress also authorized the President of the United States to make proclamation of said celebration, and to invite foreign nations to participate by the sending naval vessels and such representatives of their military organizations as they deem practicable, and also to invite participation in said celebration by the militia of the several states, but at their own expense. Thus the original plan of the promoters was approved and broadened beyond their utmost sanguine expectations.

In response to the President's invitation the following nations have declared their intentions to participate with their vast war vessels and troops: Great Britain, Germany, France, Russia, Japan, Italy, Switzerland, Denmark, Venezuela, Mexico, Costa Rica, Guatemala, Argentine Republic, Haiti, Belgium, Dominican Republic, Ecuador, Chile, Bolivia, Brazil, and it is certain that others will yet join in the military pageantry and naval manœuvres.

Aside from the naval and military participation of the government, there are exhibits from the State Department, Treasury Department, Department of the Interior, the Smithsonian Institute, the Library of Congress, Department of Agriculture, the Bureau of Entomology,

Department of Congress, and in fact from every department of the government.

But the various nations named have not only accepted the invitation to participate in the great military and naval pageantry, but from them and from almost every nation have come demands for space in which to exhibit their products from mine and factory, as well as to show the progress they have made in education, in art and in science, and to lay before the world the pages of their history. From far away India and from the islands of the seas, these demands are coming in, and the present indications are that the acme of success in all the word implies will be reached in the Jamestown Tercentennial Exposition, which will be held on Hampton Roads, near Norfolk, Virginia, from April 26 to November 30.

I believe I am justified in saying that the scope is as broad as the light of day as it circles the globe, for from every land and every clime there is representation, and in most cases so broad and comprehensive that a history of the Jamestown Exposition will be a history of the progress and development of all nations in history, education, art, science, agriculture, mining, manufacturing and commerce, that will be of inestimable value to all future generations.

So much has been said of the many points of historic interest that cluster around the site of the Jamestown Exposition that a passing notice here will suffice. Washington and Richmond, but a few short years ago the governing points of the two most formidable forces that ever met upon the field of battle, are but a short distance away, while Yorktown and Appomattox, that mark the most important epochs in the history of the North American continent, if not in the history of the world, are in close proximity to the Exposition grounds, and the many monuments all over tidewater, Virginia, that solemnly point heavenward, are grim but silent reminders of the cost of conflict.

Some forty years have glided by since the smoke of battle cleared away, and the monuments of industry and material prosperity are casting their softening shadows upon the erstwhile fields of carnage, where now the golden harvests yearly yield a rich reward for honest toil. It is a coincidence worth remarking that the final triumphant struggle for liberty and for union should have taken place so near the spot where first the seeds of liberty were sown and the bonds of union formed; yet so it is.

The grounds of the Jamestown Exposition now, after several extensions necessitated by the constant demand for more space, comprise about five hundred acres, with two and a half miles front, on Hampton Roads, where all the naval manœuvres will take place, as well as the contests of other nautical craft, are all that heart could wish or the art of landscape gardening devise and are a fit setting for the group of palatial structures and elegant State buildings.

The colossal task of the Exposition Company to design and beautify the grounds and construct and furnish the numerous magnificent exhibit and other buildings, with the multiplicity of details incident to the work, is being completed with dispatch.

Local and through transportation lines have made ample arrangements to safely and expeditiously transport the millions who will attend, to and from the Exposition, as well as to the many points of interest immediately surrounding Hampton Roads, and it may not be out of order to say that with the cities of Norfolk, Portsmouth, Newport News, and the numerous smaller towns and summer resorts in close proximity to the Exposition grounds, and all of them wide-awake to the duty that devolves upon them of taking care of the crowds that will be here during 1907, there will be no lack of food and shelter. Further than this, the well-known hospitality of the South is manifest in the fact that many of the private homes will be thrown open to the public during the Exposition.

The demand for space for exhibits in almost every conceivable line of industry, coming as they do from every industrial center on the continent, and

from many in foreign countries, show that the vast scope and importance of the Jamestown Exposition is understood and the value from a commercial point of view is appreciated. The wide publicity the Exposition is receiving through the well-directed efforts of the Press Bureau, and the liberality of the press throughout the entire country, and the fact that within twelve hours' ride of the Exposition grounds there are 21,000,000 people, and within twenty-four hours' ride there are 39,000,000, or over, half the population of the United States, are good grounds for the hope and expectation that the attendance will break all present records. This is made more probable in view of the fact that there now prevails such a degree of general prosperity as has never before been known in the history of the country.

Another vital factor in the basis for calculating attendance is transportation facilities. In this the Jamestown Exposition has a decided advantage over any other exposition that has ever been held. There are converging at the Jamestown Exposition grounds and immediate vicinity, six trunk lines and three short lines of railroads, and of water routes three Atlantic coast lines, four Chesapeake Bay lines, four river lines and three river and canal lines. These reach or penetrate every section of the United States and within the twenty-four hours' radius will bring the people virtually from their very doors to the Exposition. But the ready means of transportation from foreign countries to the Jamestown Exposition, and the fact that so many foreign nations will participate in the naval and military pageantry, are not the only factors that will induce attendance from abroad. The applications for space in the exhibit department of the Exposition that are coming in from centers of industry in distant lands, even from far-off India—countries that have never before been represented in any exposition—show the interests in the Jamestown Exposition. And this interest is hailed with grateful satisfaction, at least by those who comprehend its significance. It indicates that there is springing up—in fact, already exists—a spirit of friendly rivalry among nations, scientists, educators, artists and artisans. Other nations have watched the phenomenal progress of America, first with envy that soon gave place to wonder and admiration, and then by commendable evolution has begotten a spirit of emulation which has in turn gained the strength of competition. They are ready and willing to enter the lists, and in the arena of the world show what they, too, have accomplished during the centuries of their existence.

The eyes of the world have for many years been focused upon the United States of America, and it has not required a very great degree of acumen to see what inestimable benefit other expositions have been, not only to the immediate section of the country where they were held, but to the country at large, and in fact to the whole world, and they are anxious—yes, determined,—to join the phalanx of progression. The participation by the States is highly gratifying. The following so far have, with appropriations or otherwise, provided funds for exhibits, buildings, or both: Alabama, $25,000; Connecticut, $75,000; Delaware, $10,000; Florida, $50,000; Georgia, $50,000; Illinois, $25,000; Kentucky, $40,000; Louisiana, $40,000; Maine, $40,000; Maryland, $65,000; Michigan, $30,000; Missouri, $40,000; Massachusetts, $50,000; New Jersey, $75,000; North Dakota, $15,000; New York, $150,000; North Carolina, $50,000; Ohio, $75,000; Oklahoma, $10,000; Pennsylvania, $100,000; Rhode Island, $75,000; Tennessee, $25,000; Virginia, $300,000; Virginia counties (additional), $150,000; Vermont, $10,000; Wisconsin, $20,000; West Virginia, $55,000; Oregon, Montana, Idaho and Washington (joint buildings), $250,000; New Hampshire, $10,000.

The State buildings are all of a permanent character, and will become part of a beautiful villa community after the Exposition.

The Exposition buildings proper consist of about twenty-five structures, many of them magnificent palaces of permanent construction, after the colo-

nial style of architecture, and present an array of elegance and grandeur seldom witnessed.

Georgia, the Empire State of the South, is well represented at the Exposition, and its geological, agricultural, horticultural and educational exhibits will be among the best. Georgia expends $50,000 on a State building and exhibits. The State building is a reproduction of Bulloch Hall, the birthplace and home of the mother of President Roosevelt, at Rosewell, Georgia. All the details of the original structure are preserved, even to the furniture and landscape decorations, and the whole will no doubt attract unusual attention.

The great Keystone State reproduces old Independence Hall, which is the pride of Philadelphia, and fondly referred to as the Cradle of Liberty. The original building was erected as a State House for Pennsylvania in 1741. In it the Continental Congress held its sessions, Washington was appointed Commander-in-chief of the American forces, and the Declaration of Independence was adopted, and from its steps was read to the public. It is also hoped to have the old liberty bell, which now reposes in Independence Hall, at the Exposition.

Maryland reproduces the home of Charles Carroll, of Carrollton. Charles Carroll was one of the signers of the Declaration of Independence, and the Carroll family is one of the most noted in Maryland. One of the rooms in the Maryland building is fashioned after the chamber in the old State House in Annapolis, where Washington resigned his commission as Commander-in-chief of the Continental Army.

The Tallmadge home, the first colonial mansion erected in Connecticut, was selected by that State as a model for its building. Col. Benjamin Tallmadge, who erected the mansion, was a staunch patriot, and one of the most valued members of General Washington's staff. To him was entrusted the execution of Major Andre, who was convicted as a spy and executed at Tappan, N. Y. The original Tallmadge mansion stands at Litchfield, Connecticut.

The Buckeye State has taken as its model for a building at the Exposition "Adena," the first stone house erected west of the Alleghany Mountains. For years this building was used as the executive mansion, and is closely identified with the early history of that State.

The Massachusetts building is a replica of the first State House, in which the original constitution of the State was adopted in 1780, and the Constitution of the United States was ratified in 1788; while Little Rhody will represent her first State building. It is an imposing and attractive structure, and occupies one of the most desirable sites on the grounds. As far back as 1756, when the mother country and France were at war, Rhode Island was the first to supply troops, and also fitted out fifty privateers to prey on the commerce of the French. While Rhode Island was loyal to the colonies during the Revolution and furnished some of the best troops, she was the last to ratify the Constitution of the United States, because she feared that because of her diminutiveness and peculiar location, she would be destroyed, or, rather, absorbed by her more powerful neighbors. It was not until 1790, after an amendment to the original Constitution had allayed her fears, that she ratified the Constitution. Rhode Island also deserves credit for the distinction of being one of the first States to make an appropriation for participation in the Jamestown Exposition, and the first to break ground in the erection of her building.

Missouri has a stately building of large dimensions, built after the colonial style, and is in every way a credit to that great State, while the four great and growing States of the Pacific Northwest, namely: Washington, Oregon, Idaho and Montana, are arranging to erect a gigantic building in the form of a Maltese cross, each State to occupy one section of the cross; $250,000 is to be expended on this building, each State sharing alike in the cost. The material for its construction is the native timber of these States.

[*Written for Worcester Magazine by W. H. Bright.*]

FOR A MERCHANT MARINE.

Hon. Leslie M. Shaw, former secretary of the U. S. Treasury, was one of the speakers at the annual Board of Trade banquet in Mechanics Hall, May 2. He was the last on the program, and although he did not finish until after 11 o'clock, the great gathering of Worcester manufacturers and other business men remained in their seats until the last word had fallen from his lips. Mr. Shaw argued for a merchant marine or what has been termed in congressional debate and newspaper comment, as the "ship subsidy bill," which provides for a line of steamers and vessels plying between this and other countries under the U. S. flag, for which a subsidy is held out as a bonus to bring about this increase in the merchant marine of this country. Although Mr. Shaw requested that he be not quoted in one of his statements, the Associated Press did, however, quote him nearly verbatim in a paragraph in which he predicted that some day there would be a contest for the control of the Pacific Ocean and that it would be settled at an awful cost. While this startling statement went the rounds of the American press and brought forth comment from the Atlantic to the Pacific, it was but one of the startling things that Mr. Shaw said at that banquet. His speech was one of the most interesting Worcester ever heard and following that of Hon. John Barrett, director of the International Bureau of American Republics, on the opportunity for trade relations between this country and the South American republics, made the Board of Trade banquet the most important in the history of the city, so far as the speaking was concerned, for there is no record where two more able men impressed upon Worcester manufacturers the importance of looking for new markets than the addresses of Mr. Barrett and Mr. Shaw.

Interesting portions of Mr. Shaw's address are here given:

TOASTMASTER, Guests and Members of the Board of Trade, Ladies and Gentlemen: My friend has said some things concerning me, a portion of which were true. I confess I have been once before in Worcester, and the day passed here I shall remember as long as I live. It was in the delightful atmosphere of a charming New England home—that of Senator Hoar, Worcester's greatest citizen. I met his son then, whom I also learned to love. They are both gone now, and so it is that death makes sad havoc with the race. I am glad to look over our country's history, though the times are not friendly to thoughtfulness. We are too busy. We cannot spend much time in thinking. We are wonderfully active in our own way and the times are unfriendly to philosophy, religion, art, poetry and statecraft.

Not long ago, I stood with uncovered head at the tomb of Jefferson. I saw all the things he had planned and done. I could see as I stood there all of the marvellous things he had done. But I did not wonder as I looked around and saw the circumstances were friendly.

He didn't take a daily paper. I don't mean to imply anything by that, but you men know if our daily papers were full of philosophy, poetry and religion we would cast them aside. We want headlines. No man planned the United States as we see it to-day. It was a thing of growth and evolution. We came where we are step by step. We solved problem after problem. We are not through yet. There are others coming. If we solve these problems ourselves we shall spend time—lots of time. There is a philosophy running through it all. So it was back to the thirteen colonists holding thirteen separate grants with 10,000 miles of coastline, only two republics, three limited monarchies with hereditary governorship, eight vice royalties, and there was no means of communication between any of them. There was no distinct religious belief. They were all different roads built on the Adams plan—not macadams.

But they were alike in one thing, they were jealous of their rights. There was a political upheaval in the mother country. The colonists were fearful with King George on the throne and of Lord North as prime minister. The colonists met to see what they could do about it. I have myself seen wolves and deer fleeing peacefully together before a forest fire. So it was with the colonists. They had nothing in common but their rights and they herded together for a common cause. They declared

their independence, but it was eighteen months after the surrender of Cornwallis before a peace treaty was signed. We fought for thirteen colonies, but that treaty gave us to the Mississippi River.

For six years the colonists agreed to band together for common protection. States were forbidden to export into other States. Then came the Constitution, "We, the people, for a more perfect union." Then came two schools of thought, state sovereignty on one side, and liberty and union on the other. There was seventy-five years of debate on that issue. Then eleven States took action and thought they were out of the Union. But they were not. It was settled then and there whether this thing was a marriage or simply kind of a loose partnership. The Civil War, the greatest war the world has ever seen, decided this great question, gentlemen.

Next we see ourselves starting on a great policy of internal improvement. As far back as 1806 came the first appropriation for trade. We took money from the treasury and subsidized trade with it. Next we built great transcontinental railroads to encourage the people to participate in commerce. Mines and farms opened up and when they got to paying we quit subsidizing railroads.

The railroads have done wonders. They are the cheapest and best equipped on earth. There are problems to be solved in connection with the railroads, but I won't do it to-night. I will let you do it.

You wake an American up in the middle of the night, and he will slip out and solve problems fairly, squarely and judicially. Speaking of railroads again, I will say we are in as much need of double tracks now as we were in need of single tracks. Somebody must build more roads.

Congress in Madison's day gave ship owners the monopoly of the coastline trade. On the Detroit River you will see more American trade than in London, Liverpool and New York all combined. We have the cheapest coastwise trade in the world. We have expended many millions in dredging harbors and streams. We are spending money to irrigate great tracts of land.

We have said to manufacturers, 'Build that factory and we will protect it.' We, as a result, have a marvelous commerce. Our export commerce is $100,000,000 larger than that of any other country. Out of the $13,000,000,000 of national commerce, one-seventh originates with us and one-ninth comes to our shores for our own consumption. But after all we are entitled to very little credit. We grow three-fourths of the cotton in the world, and the ships of the other nations are willing to come after it in their ships, manufacture cloth out of it, and ship it back again to us in their own ships. The world comes in its own conveyances to get our surplus food. We have 200,000 tons of surplus copper each year, and the world comes after it. We produce 70 per cent. of the international petroleum, and I will say, to the credit of the Standard Oil, that it has a few ships of its own. The meat trust does seek a market of its own, and it has a few ships. Of our $1,700,000,000 in exports, $1,200,000,000 can be piled on the wharves and the world will come after them uninvited, for they must have it.

Last century we warred for territory. There is another problem to be solved for this century: the great conquest will be for markets. We are reaching the issue. It's now or never. Our factories multiply more rapidly than the farms, and there is an ever-decreasing proportion to sell of our food products. Our factories are producing an increasing surplus. The time is not far distant when you will need markets for the products of your factories. We sell 68 per cent. of all our exports to one continent and 40 per cent. go into ports under one single flag.

Do you think the world will come after the surplus of your factories? Pardon my Latin, but I will say we are up against it. My friend tells you our markets are in South America. Where is the South American merchant who comes up here after goods? We sell to Europe and part with our surplus to them at the rate of $1,000,000 each day in the year. European ships go to South America, load up with the products of

that country, and dispose of them in America and in Europe.

One million immigrants per year come over to the United States to divide our wage with us. We pay out in wages more than all the rest of the round earth. They come here to divide with us and I don't want you people to close your factories in their faces, for they come here to this free country expecting opportunity. To make room for these people and to find a market for our ever increasing factory production we must look to South America, and we must have the facilities to carry on trade with that continent. There is no reason why Worcester cannot ship goods to South America.

We have paid $50,000,000 to start digging a ditch on the Isthmus of Panama, and we are going to expend many millions more before it is constructed. We could keep on building that canal from now till the crack of doom and we would never feel the taxation, so marvelous is our revenue.

Does anybody think that wars have ceased to be? Does anybody believe that the Pacific will always be a peaceful ocean? God grant it may be. The best way to decide this great problem is to be prepared for war. Give us a navy that has no equal and we need not be afraid of war.

Our navy is now getting under way in good shape. We have good ships, good equipment, fine marksmanship.

Our position is the best in the world. It is first choice. We speak the language of commerce and those that speak the English language are multiplying faster than we can figure. We have the most convenient form of money in the world. Our farms are the best. We take out more iron ore than any other country. Our factories turn out more goods than any other country—more than England and Germany by $400,000,000. Then we cry: "England, come and help us." "Germany, will you subsidize your ships and take our goods away?" "Spain, we blew up your battleships, but will you come and help us carry our freight."

Iowa had just as soon goods would come into the country that are manufactured in Worcester, but Iowa does not want goods to enter this country from Canada that are manufactured in Iowa. Iowa is just as selfish as Worcester and no more so.

I am an American, and I confess that it is awfully humiliating to me to travel around the world and never see the American flag except on the homes of the United States consuls or diplomatic officers—no American flag in any port abroad. Here is one of the most powerful and one of the wealthiest countries in the world, a maritime country, with an enormous coast line, over 10,000 miles in extent, with great harbors and great rivers, with a commerce last year, exports and imports, amounting to two billion six hundred-odd million dollars, with iron and coal enough to supply the whole world, with forests without limit, with skilled mechanics and plenty of them, and yet this great nation has permitted its commercial rivals on the oceans to seize upon the great pathways of the seas and exclude us almost entirely from them. I say, to me, an American citizen, it is humiliating beyond expression.—*Senator William P. Frye, in United States Senate.*

THE WORCESTER MAGAZINE

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Magazine and Municipal Comment.
Development of Art Pottery in Worcester.
Review of Worcester Commencements.
Worcester Old Home Carnival.
Board of Trade Notes.

DEVOTED TO

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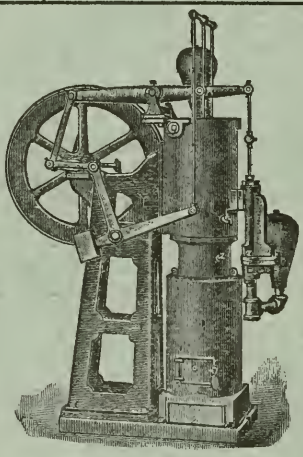

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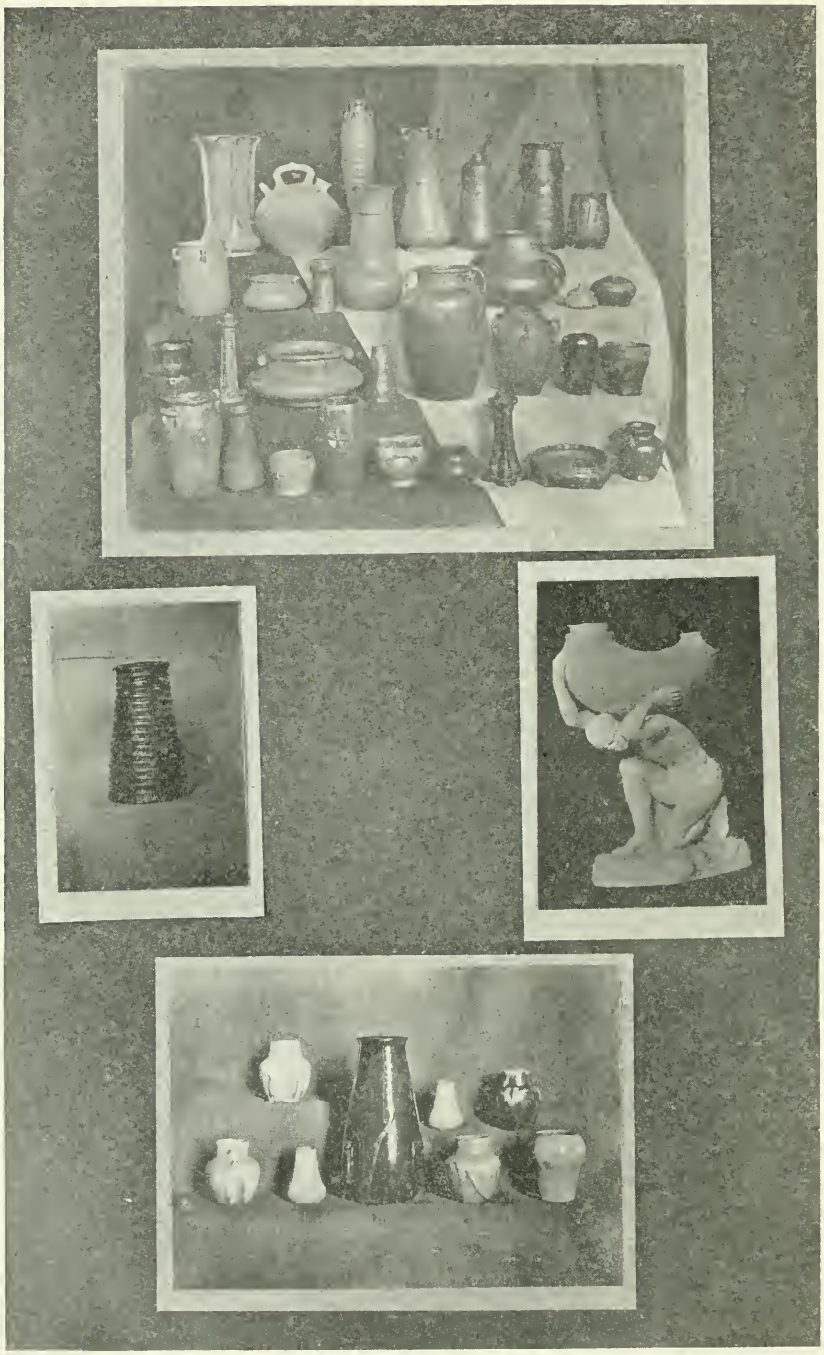

ART STUDENTS' CLUB POTTERY

HAND-BUILT PIECE,
ILLUSTRATING COIL METHOD

C. H. LINCOLN'S "SLAVE LAMP,"
HAND-BUILT, BISCUIT FIRED

HIGH-FIRE, MOULDED PIECES FROM THE
EXPERIMENTAL KILN AT THE WORCESTER POLYTECHNIC INSTITUTE

The Worcester Magazine.

VOL. X. JULY, 1907. NO. 7.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

Worcester's Industrial Commission

Worcester's Industrial Commission appointed by Mayor John T. Duggan has organized for its campaign to secure for Worcester an industrial school on lines suggested by the commission created by the Governor several years ago. The Worcester commission is comprised of Milton P. Higgins of the Norton Company; Charles F. Marble of the Curtis & Marble Machine Company; George I. Alden of the Norton Company; O. W. Norcross of Norcross Brothers Company; John R. Back of the F. E. Reed Company; Rufus Bennett Fowler, secretary of the Worcester Parks Commission; ex-Alderman Cornelius J. Carmody and ex-President John P. Casey, representing the labor element, and John M. Buckley of Buckley Brothers, contractors and builders. With the exception of Mr. Fowler, who was out of the city, every member of the commission was present at the first meeting, at which Mr. Higgins was elected chairman and Mr. Marble secretary. The personnel of the commission is sufficiently well known and needs no comment here. The representative manufacturers are from Worcester's best-known industries, the labor representatives have been active in other lines of work for several years, and the other members have the confidence of the public. The commission at its first meeting confined its work to determining what it will have as the object and aim of the educational proposition. There was a unanimity of feeling in favor of having the educational school a thorough attempt at particularly a part-time school, with the main object the development of mechanical skill, with a clear aim to teach young men trades on the highest plane, and develop the highest skill, together with individual intellect. This is the ideal of the commission, and its members consider if this is attained, the purpose for which they were created is accomplished. It is the intention to have meetings during the summer and fall.

For Lyman School Trustee

In the selection of Mr. Matthew B. Lamb as trustee of the Lyman School for Boys at Westboro, and trustee of the State Industrial School, Gov. Curtis Guild, Jr., pleased many Worcester people. Mr. Lamb has been directly and actively associated with charitable institutions in Worcester for more than a quarter of a century, and has done splendid work along these lines. He is well known as a member of Worcester Associated Charities, and gained con-

siderable of his charitable reputation as an organizer of the St. Vincent de Paul, one of the foremost charitable organizations in Worcester within the Catholic church. The good work done by the society is a matter of local pride and much of the credit falls upon Mr. Lamb. His long connection with charitable work made him the natural selection of Governor Guild when he had a vacancy on the Lyman School Board to fill.

Worcester's Small Fire Loss

Worcester's good record from a fire loss standpoint is again shown this year in the annual report of the Worcester Protective Department made public the latter part of June. The loss for the year ending June 1, as figured by Capt. Hiram R. Williamson of the Insurance Fire Patrol, was $130,300, which is an exceptionally small figure for a city of 135,000, where the department was called out by nearly 1000 alarms. With two exceptions, Worcester has not suffered to any great extent by fire. This record covers a period of over fifty years, and a majority of these years the loss has been in the vicinity of $100,000 per year. In 1904 the loss was $128,000, which was one of the smallest years in recent history of the Fire Department. For the last twelve years the average fire loss has not reached $200,000 per year. These facts are worth advertising, and speak well for the city's department and for the business man who looks after the care of his property. It is a fact worthy of note that the yearly average of fire loss for the last thirty-two years has been less than $170,000.

The Man who Works with his Hands

"The Man who Works with his Hands" was the theme of an address President Roosevelt delivered in May to the students of the Michigan Agricultural College and to 25,000 persons who had crowded into Ann Harbor to greet him. The occasion of the visit of the President to that institution was the fiftieth anniversary of the founding of the college. The burden of the President's address was the "Dignity of Manual Labor." "Man should get over the idea," he said, "that to earn $12 a week and call it a salary is better than to earn $25 a week and call it wages." He made a plea for the paying of proper respect for manual labor. He said he should be disappointed in the students if they could not work with their hands, and were afraid to have their working clothes look as though they did work. In the course of his remarks President Roosevelt said:

"It is eminently in accord with the principles of our democratic life that we should furnish the highest average industrial training for the ordinary skilled workman. But it is a curious thing that in industrial training we have tended to devote our energies to producing high grade men at the top rather than in the ranks.

"Our engineering schools, for instance, compare favorably with the best in Europe, whereas we have done almost nothing to equip the private soldiers of the industrial army—the mechanic, the metal worker, the carpenter.

"No industrial school can turn out a finished journeyman, but it can furnish the material out of which a finished journeyman can be made, just as an engineering school furnishes the training which enables its graduates speedily to become engineers.

"We hear a great deal of the need of protecting our workingmen from competition with pauper labor. I have little fear of the competition of pauper labor. The nations with pauper labor are not the formidable industrial competitors of this country. By the tariff and by our immigration laws we can always protect ourselves against the competition of pauper labor here at home, but when we contend for the markets of the world, we shall then find that our most formidable competitors are the nations in which there is the most highly developed business ability, the most highly developed industrial skill, and these are the qualities which we must ourselves develop.

"A great many of our people, themselves the sons of men who worked with their hands, seem to think that they rise

in the world if they get into a position where they do no hard manual work whatever, where their hands will grow soft and their working clothes will be kept clean.

"Such a conception is both false and mischievous. There are, of course, kinds of labor where the work must be purely mental, and there are other kinds of labor where, under existing conditions, little demand indeed is made upon the mind, though I am glad to say that I think the proportion of men engaged in this kind of work is diminishing. But in any healthy community, in any community with the great solid qualities which alone make a really great nation, the bulk of the people should do work which makes demands upon both the body and the mind."

Trustee of Clark University

Hon. Herbert Parker, former Attorney-general of Massachusetts, has been elected trustee of Clark University to succeed Hon. Rockwood Hoar, deceased. The vacancy has remained several months, the board not desiring to fill it until near the close of the university year. Mr. Parker is a Harvard man of the class of 1878, although he did not graduate because of failing health during his academic course. He has been a member of Worcester County Bar since 1883, was for a time private secretary to Senator George Frisbie Hoar, and served the Commonwealth as its Attorney-general with distinguished credit to himself and the State. As a member of the bar he stands foremost.

Statistics of New Sky-scraper

Worcester's newest sky-scraper, the Slater block, is completed so far as the iron skeleton is concerned. It reached the height of 135 feet from the sidewalk, and is within 53 feet of the height of the Corn Exchange Bank of New York city. To realize the proportionate height of buildings the statement is made that the Times building in New York, one of the numerous sky-scrapers of that city, is three and one-half times as high as the Slater block, being considerably over 400 feet from the sidewalk. These statistics concerning the Slater block are interesting:

Height of building, 135 feet; number of cubic feet of displacement in whole block, 2,285,000; number of pieces of steel, 15,000; total weight of all steel used in block, 1900 tons; amount of granite to be used, 2,300,000 pounds; amount of limestone to be used, 7,200,000 pounds; number of bricks to be used, 1,800,000; greatest weight that can be borne on each floor, 5,000,000 pounds; total weight of whole block when completed, 18,000 tons; number of rivets used in block, 75,000; depth of cellar, 30 feet in boiler-room, about 14 feet elsewhere; amount of cement to be used, 3000 barrels; total amount of floor space, 165,000 square feet; amount of glass in the whole block, 20,000 square feet; marble in floors, 40,000 square feet; marble in wainscot and base, 20,000 square feet; heaviest single piece of steel in block, 19 tons; number of feet of wire for electric lights, 250,000; square feet of hallways, 19,000; height of chimney, 140 feet; interior wood finish to be quartered oak and mahogany; amount of paint to be used, 4500 gallons.

Gift for Boys' Summer Camp

Hon. Edward L. Davis, who joined with H. H. Bigelow many years ago in giving to the city of Worcester what is now Lake Park, a 110-acre tract, has recently given to the Young Men's Christian Association a thickly-wooded tract containing about 70,000 square feet, with a 200-foot beach frontage at the Lake. The purpose of this is for the summer camp for boys and men connected with the Y. M. C. A. The tract is situated south of Lake Park, and is about one mile from the present lake department boat-house of the Association. The property will be developed for summer camp purposes for annual outings for boys, and it is probable that it will be used this year. Through the generosity of Mr. Davis the Association is given opportunity to enlarge the work that has been a feature of its summer programme.

For Trolley Express Business

The Worcester Consolidated Street Railway Company is before the Board of Aldermen for a franchise to do a trolley express business. The Boston & Worcester Street Railway Company has already arranged for such service, having gained the consent of the connecting roads at each end to handle their cars, and there is no question that it would be to the benefit of the merchants in Worcester and Worcester County if this franchise is granted. The Board of Trade two years ago agitated such a system and urged the street railway companies centering in Worcester to use what effort they could to bring about a parcel express delivery. In Maine, Michigan, Ohio, Indiana and Illinois, the inter-urban lines make express facilities a feature of the traffic, and the merchants of these states have received great benefits from such service. It is certain to come in Massachusetts, the only question being how long the various city councils will stand in the way of benefit to the merchants.

Honor Given to Distinguished Guest

The commencement at Holy Cross College was made a notable event by the presence of James, Cardinal Gibbons, the prince of the Roman Catholic Church of the United States. The reception given was one of the most enthusiastic ever accorded a visitor to Worcester, and his two days' visit consisted of a series of ovations in honor of the presence of this distinguished church representative. As many receptions as have been accorded him, and as much homage as has been done him, it was for Worcester to be recognized by his eminence as the one place where a reception to him made a lasting impression. In a brief comment he said to a press representative: "You may tell the people of Worcester I am highly pleased with my reception. It was one of the finest I ever saw. It could not be surpassed." It is to the credit of this liberal city that the ever hand of welcome was quickly extended to this distinguished guest of Holy Cross College, the supreme representative of the Cathlic church in this country.

Not Unlike Other Years

The business men and farmers alike have wailed over the late spring, declaring that the early business was killed and that the food products received a serious setback. It is natural to complain about the weather. An extremely hot spell brings out the comment that there was never anything like it, and a late season is always the very latest ever known. In connection with this, the following comment taken from an exchange fully sizes up the situation:

"A few years hence there will come a spring which will cause some people rashly to affirm that they never knew its equal for lateness. The memory of past weather discomforts mercifully does not linger with the most of us. How many now recall the record-breaking, worse spring than the present, which came in 1882, or the equal terrors of 1874, the oldest inhabitant's vivid memory of 1859, or the frosts in every month of 1841, which might have made that year a true record breaker if only the awful summer of 1816 were not now still lingering in the far reaches of the occasional nonagenarian's mind."

How many can tell anything about the weather of a year ago? How many can tell what the average weather was a month ago? We are apt to think the weather we have at present, if it runs somewhat to an extreme, is unique, and that the oldest inhabitant never saw its like. The remorseless pages of history, however, point us to winters when the temperature was so low that the rivers were frozen to the bottom and the trunks of trees were split by the frost. And they tell us, too, that on the 19th of April, 1775, the grass was far enough advanced to wave in the breeze.

Old Home Week Reflections

The recent Old Home Carnival given during the week of June 17-21 brought out many expressions, both in favor and against the celebration. Some of the merchants who planned to do a record business naturally were disappointed because the crowds from the surrounding towns came to Worcester to have a good time and not to buy goods. Many of the manufacturers have criticised the

carnival because it disturbed the labor conditions during the week. The various parades called from the shops many mechanics, and there was a feeling of unrest during the days that the celebration was going on. The majority of these manufacturers would not vote it a good thing. There were many merchants who benefitted by the carnival. There were many manufacturers who allowed their workmen to be out, and unquestionably have secured better results from the labor standpoint since. Many hundred thousands of Massachusetts people saw Worcester, its business houses, and got a much better idea of the city than they had before. The tax upon the individual was not heavy, the $10,000 raised being divided among hundreds of subscribers, so that the carnival did not come as a hardship upon any one individual. It woke Worcester up, it advertised the city, the literature sent out is certain to bring returns, and before the end of the year good results from the carnival will be obtained by the merchants. The manufacturers have, perhaps, reason to complain. It did them no good, unless advertising Worcester is considered by them of value, and the Merchants Association was able to pay in full every claim against it, so that there can be no complaint from any quarter of bills being contracted and not met promptly. As to the benefits from the carnival no one can definitely sum them up. At the time the world's fair was held in Chicago, the famous Dooley, in one of his quaint conversations with his friend Hinnissy, was asked by Hinnissy, "What good is the world's fair anyway? What good does it do a city?" to which the philosophical Dooley replied, "It is like small pox; if you have it once, you never want it again." It may be that Dooley's conclusion will apply to Worcester.

Two Sides of Broken Rails

The Iron Age says there are two sides to the controversy over broken rails. The railroads say that the quality of the iron is worse than it was. The makers of the rails say that the iron is as good as ever, but is subjected to unusual strains. Driving wheel loads have increased 49%, while the increase in the weight of rails was 16%. The increase in driving wheel loads since 1893 has been 60%, while the increase in the weight of rails has been 25%.

The rails are prepared under specifications from the railroad companies. It is plain that a large share of the blame must be placed upon the companies. The increase in the weight of trains calls for greater strength in the rails. The high speed of trains brings increased pressure to bear upon rails at curves. Under the best conditions the rails are required to do more service than twenty years ago. But when the rails are subjected to the pounding of badly balanced driving wheels, and when fast trains are run over lines which were not constructed with any such weight or speed in mind, something will give way. It is possible that slight modification in the shape of the rail will give it more strength, but it will be necessary to increase the weight of the rail from an average of 90 pounds per yard to 110 or 120 pounds.

In view of the accidents due to defective rails some railroads have ordered rails with a larger percentage of carbon, some with a smaller percentage. Added carbon means greater hardness and, consequently, fewer accidents due to wearing of rails. Diminished carbon means less brittleness and, consequently, fewer accidents caused by snapping of rails. The right mean between the two is still a matter of conjecture.

It may be true, as some railroad managers assert, that poor steel is used by the mills. It must be true, as the mill managers assert, that the railroads have now sufficiently considered the necessity of putting in better rails for their new traffic.

Mr. W. H. Dexter's Generosity

The generosity of Mr. William H. Dexter has again manifested itself in connection with the completion of the new First Baptist Church. This latest addition to Worcester's hundred churches represents an expenditure of nearly $200,000, and from an architectural standpoint the First Baptist Society can point with pride to their new Main

Street home. The church being nearly completed, and a portion of it already occupied by the First Baptist Society, it is the desire to wipe out the debt before the dedication early in the fall. Mr. Dexter, a life-long member of this society and a liberal giver to the original subscription, at a recent meeting authorized the trustees to state that he would contribute $40,000 if, on or before October 1, they would raise $35,000 for cancellation of the church debt. This offer was greeted in the church by cheers, an unusual mark of enthusiasm, and the trustees immediately started out to comply with Mr. Dexter's request in order to secure the new subscription. At a recent meeting about $12,000 was subscribed, and it is certain that before the specified time the full amount will be raised and Mr. Dexter's offer will be realized. Few Worcester men have shown more interest or given more of their estate to education and religion than Mr. Dexter and his good wife, who died several months ago. Worcester Academy is largely indebted to Mr. Dexter, and Colby University at Waterville, Maine, benefitted materially under Mrs. Dexter's will. Now the church which has been the religious home of Mr. Dexter for so many years is to benefit largely by his generosity. Mr. Dexter's motto seems to be, "Give during one's lifetime."

New Route to Springfield

The first of July witnessed the opening of the fast trolley line between Worcester and Springfield, which is by the new route, and the running time is to be 3½ hours, to be eventually reduced to 3 hours. This completes the fast system between Boston and Springfield, the distance of about 100 miles made in nearly 6 hours' running time, and makes running time between Worcester and Hartford 6 hours, reducing the Worcester-New York trip to 16 hours. Trolley riders who desire long trips can make the distance from Worcester to New York in a day by leaving in the first car in the morning and reaching New York at midnight. This is a possible trip, though not practical, but is a delightful two days' trip. The running time to New Haven under the new system is 9 hours, assuming close connections are made at Springfield, Hartford, and the towns between Hartford and New Haven. From New Haven to New York can be made in 7 hours. It is understood to be the purpose of the New Haven road to make the Boston-New York trip some time in the future in a day, with three stops—Worcester, Springfield and New Haven. While this at the present time is merely talk, it is unquestionably the purpose of the road to reduce the running time and run through cars between the larger cities. There is no more interesting trolley trip than from Hartford to New York along Long Island Sound, through New Britain, New Haven, Norwalk, Bridgeport, Greenwich, New Rochelle to Bronx Park, where the New York Elevated is taken for down town. The official initial trip over the Worcester-Springfield road was made July 1 by a party of fifteen in the palace car Huguenot, including officials of the roads interested, representatives of the Worcester city government, Board of Trade, Merchants Association, and newspaper representatives.

After Six Months' Session

The Massachusetts Legislature for 1907 was prorogued June 28 by Governor Guild. The Legislature has been in session 178 days, the exact duration of its predecessor. There have been 587 acts and 133 resolves signed by the Governor, six acts and two resolves vetoed, all vetoes being sustained.

The principal bills passed during the session were the anti-shoe machinery bill, understood to be aimed at the United Shoe Machinery Company; the anti-merger bill, directed against the consolidation of the New York, New Haven & Hartford and Boston & Maine railroad systems, and the anti-bucket shop bill, by which the bucket shops of the State were legislated out of existence.

The principal bills which failed of passage were the public opinion bill and the anti-monopoly bill, the former referring to the placing of referendum questions on the State ballot, and the latter said to be aimed more especially against the Standard Oil Company.

DEVELOPMENT OF ART POTTERY IN WORCESTER.

WHILE Massachusetts is not noted for any especially valuable clay deposits, its clay products—tile, terra cotta and pottery—rank among the foremost in the country. It is true that some of the residual clays in the Berkshires have been used for white brick and terra cotta, and those around Gay Head to a slight extent for souvenir pottery; but, on the whole, most of the Massachusetts clays, especially the sedimentary, vary too much in the burning to find extensive use for brick. Good pottery necessitates very careful selection and preparation of the materials, and most of the potters, including the tile and terra cotta manufacturers, find a mixture of particular clays most serviceable. Excellent art pottery has, of course, been made to a limited extent from local clays, like that of Mr. W. J. Walley, the English potter at West Sterling, or like the Newburyport pottery, which, however, was a mixture of local and Ohio clays; but, on the whole, most of the ceramic ware of Massachusetts is made from clay mixtures, often coming from widely different places.

Clays are the result of decomposed or decayed rock. That is to say, they are the débris resulting from "weathering." Most often the parent rock is feldspar or granite, which makes it evident why clay is found so extensively in all lands and climes, and why it has been used from earliest times. Indeed, the history of pottery is, in a way, the history of man. All nations and races have done something in this way, from the crude pots of the barbarians, through the gaily decorated dishes of early civilization up to the culmination of the art in the production of porcelain.

Clay is most admirably suited to artistic expression, owing not only to its plasticity and the manifold color schemes which can be produced upon it, but also to the permanency of the finished product. This is certainly more marked in the case of pottery than in any other art productions, which are invariably subject to comparatively rapid disfiguring, if not wholly destructive influences, especially in the atmospheres of our larger cities. However, it is not the intention to discuss the various art clay-products of Massachusetts, but rather to call attention to some of the excellent art pottery made here in Worcester by the Art Students' Club, and to some experimental ceramic work which is being done at the Worcester Polytechnic Institute.

In the spring of 1905 the members of the Art Students' Club, at the suggestion of Mr. C. H. Lincoln, became interested in pottery and the artistic expression through pottery. A number of years previously the Brush Guild of New York had taken up the production of art pottery, and it was along similar lines that the Worcester Club followed. One of the things which became manifest immediately was that considerable technical knowledge was necessary, if the beautifully modeled pieces were to be successfully fired and glazed. This technical knowledge was absolutely essential, if the pottery movement was to be carried to a successful issue. Miss Florence E. Thayer, who had become deeply interested, supplied this need by attending the Summer School of Pottery at Alfred, New York. Under Professor C. F. Binns' direction, she soon familiarized herself with clay working and the technique of glazing and firing.

It was largely due to Miss Thayer's knowledge gained during the summer that the following spring saw the first exhibition of art pottery made by the members of the Art Students' Club.

At this point particular mention should be made of the great kindness and interest shown by the Norton Com-

pany of Worcester, without whose aid and kindly interest the work could scarcely have achieved the success it has. Not only did they supply suitable clay materials, but they also fired the ware in one of their smaller kilns.

Most of the work of the club is "hand-built," although a number of wheel pieces have also been made.*

For hand-built pieces strips of clay are usually rolled out on a flat surface, and one coil is laid upon another, and then worked together with the fingers, or by means of a spatula. This is probably the oldest method used for the production of pottery. Figure 2 in the half-tone shows a pot made in this fashion, which has not had the rolls pressed or worked together, and is intended simply to illustrate the process of building. The candlestick, in the second row of the half-tone, also shows the coils. Rolling out the clay by hand is, at best, a slow process and the resulting work is uneven,—the walls are not of a uniform thickness. This difficulty was overcome by the introduction of Mr. C. H. Lincoln's ingeniously devised plunger pugmill, which consists of a brass cylinder, about three inches in diameter and eighteen inches long, with a tapered end, to which variously sized and shaped screw caps can be fitted. Into the other end a plunger is pressed down upon the roll of clay, by means of a long lever. The clay issues from the nozzles in a perfectly uniform ribbon, which in turn insures uniformity in the walls of the built pieces. Some artists have taken exception to this method of preparing strips for building, claiming that it is too machine-like, and thereby detracts from the artistic value of the finished piece. This criticism is certainly untenable, when the excellent quality of the ware shown in the half-tone is considered. Moreover, it seems about as appropriate to claim that using flexible tube colors detracts from the value of a painting, because the artist has not mixed and prepared his own pigments.

* Three wheel pieces are shown on the right-hand side of the halftone; the end pieces in the bottom and third rows, the second piece in the second row.

Mr. Lincoln's "Slave Lamp" is shown in Figure 3, and while it has not as yet been glazed, it has successfully withstood the biscuit fire. The point to be mentioned particularly is that it is a hand-built piece, with the figure hollow throughout, which fact will be most appreciated by any one who has attempted the building of hollow figures.

A potter's wheel, also of Mr. Lincoln's handiwork, was installed at the club, but it has not been much used, owing probably to the fact that considerable practice is necessary before proficiency is attained, or perhaps the moulding and shaping by hand is more satisfactory to the members than the perfectly rounded products of the wheel.

The ware, after being allowed to thoroughly air-dry, is fired in what is known as a biscuit kiln to the temperature of Seger cone 6 (1250° C. or 2282° F.). The clay burns to a pale buff color and becomes hard and rock-like, but is still somewhat porous. The next step is the application of the glaze, which not only renders the ware smooth and agreeable to the touch, and makes it impervious to water, but allows the most manifold color effects to be produced upon it. The glazes which are used are so-called low-fire glazes, containing lead, which fact also permits of a great range of color. Glazes are really nothing more nor less than glasses,—lead glasses in this case, to which certain metallic oxides are added to give the required color.

Thus cobalt oxide gives a blue color, which may be modified to light blue by the addition of zinc oxide. Beautiful grays may be produced by means of cobalt oxide, together with nickel oxide and manganese oxide. Copper oxide will give a turquoise blue in the presence of lime or soda, but the most common color for copper is green. With iron oxide, copper oxide will give a yellow or a brown, and so on. All the colors are produced by metallic oxides, which explains their permanency.

From a very casual description like the above one is likely to get the impression that glazing is the simplest thing in the world. As a matter of fact, it is, when the principles under-

lying it are understood. The greatest difficulty lies, not so much in obtaining color effects as in choosing the ingredients for a glaze in the right proportions. To be successful, a glaze must fit the body. That is to say, it must have the same degree of expansibility as the body. If the glaze, in cooling, contracts more than does the body, it will be ruptured or torn apart, and fine cracks or crazes will appear throughout the surface of the piece. If, on the other hand, the body contracts in cooling more than the glaze, the glaze will chip off, particularly at the edges, and, if the piece be thin-walled, may be shattered or shivered to fragments. Shivering is not very common, but crazing is the bête noir of the ceramist.

The glaze materials must be very finely ground and, in some cases, must first be fused and then reground before they can be supplied to the biscuit. In either case, however, water is added to the finely ground material until it has the consistency of a thin paste or soup. Sometimes, also, an organic adhesive is added, like dextrine, gum arabic, or gum tragacanth, so that the glaze may adhere evenly to the piece. The biscuit ware, which has been soaked in water, is then dipped into the glaze paste and set away to dry, after which it is fired to cone 2 (1170° C. or 2138° F.). If the result is not satisfactory, or if a streaming or running-down effect is to be produced, a piece may be redipped and fired again. Some of the most successful pieces have been made by this reglazing and refiring process.

It is unfortunate that colors are not reproduced in the half-tone, for aside from the shape, most of the charm of the pieces lies in the play and harmony of the colors and the texture of the glaze. The richness of the browns, the opalescence of the grayish pinks, the texture of the olive greens must be seen to be appreciated. Descriptions, even with the aid of a half-tone, can never convey the true values nor "feel."

Mr. Herman Dudley Murphy, the well-known Boston artist, who has seen the best exhibition of arts and crafts work in this country, pronounced the work exhibited this spring at the Art Museum the best exhibition of such work that he had seen. The exhibition by the Chicago Institute, which included specimens of pottery from such famous kilns as the Rookwood and van Briggle, he did not except. He considers the color and quality of the glaze produced as most exceptional, and that the Worcester Art Museum and the Art Students' Club are to be congratulated upon having obtained such fine results. There is a wide range in the color of the glazes and no two of the fifty or more pieces, which were exhibited, were of the same shape. It may be added in passing that a number of the pieces were purchased by the Museum at the close of the exhibition, which in itself speaks well for the quality of the pottery.

One of the serious disadvantages under which the Art Students' Club has been working, and one which threatens the successful continuance of the excellent work, is that it has no suitable quarters or kiln of its own. While the Norton Company are very considerate and very helpful in every way, in fact are in a large way responsible for the success of the Art Students' pottery, it is hardly to be expected that they will indefinitely continue to allow the use of their kilns. Besides, a borrowed kiln can never be as satisfactory, on the whole, as one over which the artists themselves have complete control. In view of the excellent work already done, and the great labor which it has entailed upon the leaders of the movement to bring it to its present successful condition, it seems a pity that the production of Worcester art pottery should languish because of the want of requisite financial aid.

The other phase of Worcester pottery which is to be mentioned before closing this account is the experimental ceramic work being done at the Worcester Polytechnic Institute.

With the art potter chance plays an important part, for he is never quite certain how his work will come from the kiln. The scientific ceramist, on the other hand, is desirous of eliminating all chance, and no matter how beautiful a piece may be, it has no real value for him until he can duplicate the effects at

will. To do this necessitates the closest scrutiny and knowledge, not only of the materials entering into the composition of both body and glaze, but also of furnace conditions.

In the department of chemistry at the Institute a new ceramic downdraft gas furnace has been installed, in which a porcelain temperature of some 2500° F. can easily be obtained. The gaseous fuel, together with the excellent draft, permits thorough regulation of the oxidizing and reducing conditions, which makes it possible to study ceramic reactions under most varying conditions.

The technology of the lower grades of pottery, in which comparatively low temperatures are required, is comparatively simple, but the production of whiteware bodies, such as porcelain, calls for skill, intelligence and good materials. Ries, in his book on "Clays," says:

"There was a time when whiteware mixtures and glazes of the proper quality could be obtained only after long and tedious experimentation, and the expenditure of much time and money, and while many potters are still groping in the dark, the day of this cut-and-try method can be said to have passed. Modern ceramic technology has worked wonders, and a knowledge of it proves invaluable to the progressive potter in aiding him to work out the proper combinations of body and glaze. It enables him to adjust them, if they do not agree, or to find out often in a comparatively short time where the trouble lies when failures occur.

"The potter, who seeks and grasps these fundamental ceramic principles, will advance rapidly, while he who rejects them and carefully guards some elementary facts as imaginary secrets of great value, does himself a positive injury. Freedom in discussion has proven an invaluable aid in other technical branches, and there is no apparent reason why this should not do the same for the pottery industry. The subject of ceramic technology in America has been behind that of Europe for many years, although it is now coming forward with rapid strides. The annual meetings of the American Ceramic Society form a centre where clay-workers can gather and both give and receive information without the necessity of disclosing any business secrets. Indeed, so successful have these meetings become that the printed transactions of the society form a most valuable series of works, dealing in a technical and scientific way with clays and clay-products."

In addition to this, ceramic schools have been established in several states, and provision thereby made for instruction in modern ceramic technology and the investigation of allied subjects.

FREDERIC BONNET, JR.,

Worcester Polytechnic Institute, June 20, 1907.

"Luck is everything, waiting for something to turn up. Labor, with keen eyes and strong will, will turn up something. Luck lies in bed, and wishes the postman would bring him the news of a legacy. Labor turns out at six a.m., and with busy pen or ringing hammer lays the foundation of a competency. Luck whines; labor whistles. Luck slips down to indigence; labor strides upward to independence."

REVIEW OF WORCESTER COMMENCEMENTS.

FROM Worcester's higher institutions of learning, including Worcester high school, were graduated in June 512 pupils, including 17 from Clark College, 18 from Clark University, 48 from Holy Cross College, 59 from Worcester Polytechnic Institute, 48 from State Normal School, and 40 from Worcester Academy. The commencement exercises in Worcester were characterized by three notable events. At Holy Cross College the address to the graduating class was given by James, Cardinal Gibbons, archbishop of Baltimore, and prince of the Catholic church of the United States. At Worcester Academy the twenty-fifth anniversary of the principalship of Dr. Daniel W. Abercrombie was celebrated. At the Worcester Polytechnic Institute the largest electrical engineering laboratory in the world was dedicated.

The reception given the distinguished guest of the College of the Holy Cross was marked by a parade of Catholic societies. On no other occasion has the streets of Worcester been more densely thronged and for no other man has there been a more enthusiastic welcome. It was an outpouring of people that exceeded in numbers the crowd that turned out to receive President Roosevelt on his two visits to Worcester, and during the Cardinal's stay he was entertained in such manner that it made a lasting impression upon him.

A summary of Worcester's commencement exercises follows:

Clark College, June 20.—President Carroll D. Wright; principal speaker, Hon. Herbert Parker, former Attorney-General of Massachusetts; number of graduates, 17 in college, 18 in university.

Holy Cross College, June 18.—President, Rev. Thomas E. Murphy; principal speakers, James, Cardinal Gibbons, Archbishop of Baltimore, and Gov. Curtis Guild, Jr., of Massachusetts; number of graduates, 48.

Worcester Polytechnic Institute, June 13.—President, Dr. Edmund A. Engler; principal speakers, Mr. Charles F. Scott, consulting engineer of the Westinghouse Electric and Manufacturing Co., of Pittsburg, Pa., and Gov. Curtis Guild, Jr., of Massachusetts; number of graduates, 59.

Worcester Academy, June 11.—Principal, Dr. Daniel W. Abercrombie; celebration of the twenty-fifth anniversary of Dr. Abercrombie as principal; principal speaker, Prof. Wallace C. Sabine, of Harvard University, dean of Lawrence Scientific School; number of graduates, 40.

Massachusetts State Normal School, June 25.—Principal, E. Harlow Russell; principal speaker, Dr. Edward H. Hall, Cambridge; number of graduates, 48.

Worcester High Schools, June 20.—Principals, Joseph Jackson, English High; Edward R. Goodwin, Classical High; Edward M. Woodward, South High; principal speaker, Hon. Charles G. Wasburn, Member of Congress from Third Massachusetts District; number of graduates, 279.

Highland Military Academy, June 11.—Head Master, Joseph A. Shaw; principal speakers, Rt. Rev. Dr. Alexander H. Vinton, Springfield, bishop of Western Massachusetts Episcopal diocese; principal feature, re-awarding diploma to Col. Philip Read, Twenty-third Infantry, U. S. A., class of 1861; number of graduates, 3.

Kimball School, June 11.—Miss E. A. Kimball, principal; principal speakers, Dr. G. Stanley Hall, president of Clark University, and Rev. Dr. Vincent E. Tomlinson, Worcester; number of graduates, 1.

Bancroft School, June 14.—Principal, F. H. Robson; principal speakers, Dr. Arthur G. Webster, Clark University, and Judge William T. Forbes, Worcester; number of graduates, 3.

At the third annual commencement exercises of Clark College June 20 a class of seventeen members received the degree of Bachelor of Arts, and eighteen advanced students received the higher academic degrees. The commencement speaker was Hon. Herbert Parker, former Attorney-general of Massachusetts, and others who participated in the programme were Rev. Thomas E. Murphy, S. J., president of Holy Cross College; President G. Stanley Hall of Clark University, and President Carroll D. Wright of Clark College. In his commencement oration Mr. Parker said in part:

"Grateful and proud you must be with especial reason because of the honored and enlightened men whose pres-

ence, learning, energy and human experience have made this institution what it is, a power throughout the world. In President Wright you of the senior class of Clark College have one of whom you need to be very proud. He represents one of the highest types of our American life. Scholar, publicist, philosopher, statesman, he is worthy to be emulated by all of you, and by all those who seek the best and highest things in our national life.

"You shall stand firm and stable, ready to avert the perils that panic and hysteria the ignorant produce. These are the greatest perils that endanger the republic. Never be beguiled by the promise of an intellectual mob, to desert the standard of principle I appeal to you to set up for yourselves to-day.

"Far better, far nobler, is he who dares defy the hostile clamor of a mob than he who attains the highest place by yielding to that clamor. One evil and danger that will confront you men is that you cannot help being aware of: temptation may come to you to make yourselves the selfish leaders of the ignorant because of their ignorance. Make your standards absolute and do not swerve from them.

"What does citizenship mean to us all? The state is builded only upon the character of its individual citizens. No atom of the mighty structure can fail to fulfill its part without doing injury to the stability of the whole. I love to think of the republic as made up like the coral islands of the Pacific, the work of countless tiny mites of animal life, insignificant, weak when taken alone, and yet how mighty when taken together. They form at last, each doing his little part, a mighty mountain against which the violence of the tropic seas is powerless, which defies the mighty storm."

The members of the class who were graduated with the degree of Bachelor of Arts, and the honors won are: Elwin Irving Bartlett of Worcester, Albert Max Friedman of Worcester, Rolland Rawson Greenwood of Worcester, Robert Bates Hunt of Brockton, Paul Milton Macklin of Barring, Me., George Hammond Mirick of Worcester, Charles Lynch Phillips of Bloomfield, N. J., Howard Ladd Quimby of Gloucester. With honor: Archie Moses Hillman of Worcester, Henry Carbee Mann of Woodsville, N. H., William John Montgomery of Worcester, Charles Henry Safford King of Worcester. With high honor: Leon Edwin Felton of Northampton, Otto Ferdinand Bond of Spencer, Lyman Bartlett Phelps of Northampton. With highest honor: Jacob Asher of Worcester, Iwar Sigurd Westerberg of Sweden.

University degrees conferred were: Doctor of Philosophy (Ph.D.), Louis F. Anderson of Marquette, Mich.; Horace L. Brittain of Woodstock, N. B.; William F. Copeland of Uhrichsville, O.; Oris P. Dillinger of Bicknell, Ind.; David S. Hill of St. Louis, Mo.; Todasu Misawa of Takanobe, Japan; George E. Stebbins of Shelburne Falls; William E. Storey, Jr., of Worcester. Masters of Arts (M.A.), Caroline A. Osborne of Worcester, Charles E. Disney of Worcester, Charles W. Buon of North Oxford, Francis M. Baldwin of West Upton, Johannes Broene of Grand Rapids, Mich.; Edith Montgomery Dixon of Worcester; Louise Ellison of St. Louis, Mo.; Carleton B. Nickerson of Boothbay Harbor; Timothy J. Stevenson of Worcester, Jun Watanabe of Tokio, Japan.

Holy Cross College, which two years ago had as its guest of honor President Theodore Roosevelt, on the occasion of its commencement, this year was honored by the presence of James, Cardinal Gibbons, prince of the Catholic church of the United States, archbishop of Baltimore. The graduation exercises took place at the college June 18, Cardinal Gibbons and Governor Guild being the principal speakers. There were graduated forty-eight young men. The guests of honor, besides Cardinal Gibbons, were Gov. Curtis Guild, Jr., Bishops Thomas D. Beaven of Springfield, Rt. Rev. Louis S. Walsh of Portland, Rt. Rev. Albert G. Guertin of Manchester, N. H., and Mayor John T. Duggan of Worcester. Rector Thomas E. Murphy of the college presided. The salutatorian was Maurice W. Kearney of Poquonock, Ct., who spoke on the "Danger of Centralization." The valedicto-

rian was William S. Leahy of Monson, his paper being "An Optimistic Prospect."

In his address Cardinal Gibbons said in part, his subject being "Christian Manhood:"

"The question may be asked, what is the greatest need of our times for the betterment of society? Is it churches? Temples of worship are indeed very necessary at all times. They bear evidence of the faith and devotion of the people. But they are not the most essential thing for our day. Is it hospitals and sanatoriums that the times specially call for? Hospitals, indeed, are the landmarks of Christian civilization, and contribute immensely to the alleviation of human misery. But they do not constitute the greatest need of the day, for they relieve only a small fraction of the members of the Commonwealth. Is it majestic and colossal state houses for our legislative bodies? Is it stately palaces for our bishops and clergy? The convention that met in Philadelphia in 1787 to frame the most momentous constitution ever framed for the civil guidance of man, assembled in a hall not conspicuous for its majestic proportions. Is it schools and colleges that are most needed? Christian schools, like Holy Cross College, are indeed indispensable for the moral and mental development of the rising generations. But what would be the use of this spacious hall and the adjoining class-rooms and an able corps of learned and pious professors, if there were no students to frequent the college? I will now tell you what is the greatest need. What the times call for is men, sturdy men, endowed with the courage of their convictions. We need men who are controlled by conscience rather than by expediency, who are guided by principle rather than by popularity, who are influenced by a spirit of pure patriotism rather than a desire for political preferment. Above all, we need men of strong Christian faith, who are prepared to uphold their religious convictions in the face of popular prejudice. In a word, we need men of upright character.

These degrees were conferred on students:

Master of Arts—Charles A. Greene, A. B., '03, Brooklyn. Bachelor of Arts: J. Freeland Butler, class of 1906, Worcester; Francis C. Burns, Leominster; Harry P. Cahill, magna cum laude, Worcester; William J. Cahill, Jr., Boston; Edward J. Carroll, Boston; George S. L. Connor, cum laude, Holyoke; William H. Creamer, Fall River; William F. Davitt, Willimansett; Roger P. Dawson, cum laude, Waterbury; Charles A. Donovan, magna cum laude, Fitchburg; Patrick Dowd, magna cum laude, Westfield; Charles H. Duffy, Webster; Peter J. Dulligan, Worcester; Thomas P. Durkin, Scranton; Francis A. Finnegan, cum laude, Lowell; John A. Flynn, Providence; William S. Flynn, Providence; Charles L. Foley, cum laude, North Adams; James A. Foley, Chicopee Falls; William H. L. Forestelle, Shelton, Ct.; Harry J. Hackett, Worcester; Maurice W. Kearney, summa cum laude, Poquonock, Ct.; William E. Leahy, summa cum laude, Monson; Robert B. Masterson, Pittsfield; Edward J. Matthews, cum laude, Worcester; Eugene T. McCarthy, Farmington, Ct.; William J. McCarty, cum laude, Dover, N. H.; James R. McClure, Central Falls, R. I.; Francis P. McNamara, Worcester; Thomas H. McNamara, cum laude, Adams; Vincent T. Meaney, Danbury, Ct.; Edward F. Mitchell, Clinton; James C. Mulvaney, Chicopee Falls; John J. Murphy, Cambridge; Joseph F. Murray, magna cum laude, Waterbury, Ct.; William J. Nugent, cum laude, Pittsfield; Daniel F. O'Connell, Worcester; Eugene J. O'Neil, Hudson; James G. O'Neil, Pottersville; William F. O'Neil, Akron, O.; William S. Pendleton, summa cum laude, Brooklyn; Walter F. Quinn, magna cum laude, Carbondale, Pa.; Charles L. Rice, Bangor, Me.; James A. Russell, Worcester; John F. Sullivan, magna cum laude, Thompsonville, Ct.; William H. Sullivan, magna cum laude, Gilbertville; Richard T. Tobin, Warren, R. I.; Francis A. Welch, Burlington, Vt.; John E. Welch, magna cum laude, Millbury.

Worcester Polytechnic Institute June 13 graduated the largest class in the history, fifty-nine. Representatives of thirty-five of the thirty-seven classes

that have graduated from it were present. Governor Curtis Guild, Jr., was guest of honor, and the new electrical engineering laboratory just completed, at a cost of $250,000, was opened, and in it took place the commencement exercises. The building is largely a Worcester institution. It was given the Institute by a Worcester man, Hon. Stephen Salisbury, now dead. It was planned chiefly by a Worcester architect, Prof. A. W. French, head of the civil engineering department of the Institute. The designs of the building were made by Peabody & Stearns, Boston, but Professor French was the consulting engineer, and the work was done under his superintendency. The work was done by a Worcester firm, the Central Building Company, of which Edward F. Miner, '87, at the Institute, is the President.

President Edmund A. Engler presided, and the principal address was by Mr. Charles F. Scott, consulting engineer of the Westinghouse Electric & Manufacturing Company, and was followed by Governor Guild. Mr. Scott said in part:

"Electrical engineering, pure and simple and isolated from other things, has a very narrow field, for when it leaves the scientific laboratory, it immediately comes into contact with other departments of engineering. Hence the electrical engineer becomes a general engineer. His work not only must fit in with that of others, but, as it is usually, has to do with processes and methods, there must be inherent adaptation. This often involves the investigation and adoption of new methods.

"The electrical engineer is an accelerating force. His methods lead to increased activity, larger production and higher efficiency. This accelerates general progress. New demands arise; they become more and more specialized. The relations between education and engineering are intimate and vital. Our rapid development into an industrial community has brought a demand for a new kind of education. From this has come a remarkable growth of engineering schools. These present new ideals of education and of culture. They are part of the general change from distract to scientific and nature study; they have developed laboratory methods, and have brought them to bear upon the affairs of actual engineering practice. They have combined the so-called theoretical with the practical, and aim to secure intellectual training through the pursuit of scientific and engineering subjects.

"In this educational field no branch has had so rapid a growth as electrical engineering in point of number of schools, of attendance, and of advance in methods.

Degrees were conferred on the following members of the class:

Bachelor of Science in Mechanical Engineering—Phineas Alden Beaman, Princeton; Albert Gallatin Belden, Lenox; George Herbert Bigelow, Worcester; Alvin Bradley Burgess, Worcester; Robert Downing Center, Worcester; Frank Morrow Ferguson, Worcester; Waldo Julius Guild, Walpole; Raymond Stearns Hall, Worcester; Truman Davis Hayes, Cambridge; John Mascroft Houghton, Worcester; Walter Hayden Jenks, Pittsburg, Pa.; Clarence Wilbur Kendall, Springfield; William Louis McGrath, Fitchburg; Halford Woodward Park, Worcester; Wilbur Chapin Searle, Worcester; Fred B. Seely, Chester, N. Y.; Harold Walter Smith, Worcester; Clarence Edward Thompson, Manchester, N. H.; George Gilman Whitney, West Upton; Jarvis Williams, Jr., Foxboro; Raymond Chester Williams, Worcester.

Bachelor of Science in Civil Engineering—George Herbert Harrison, Leominster; Thomas Warren Howard, Worcester; Arthur Julius Knight, Worcester; Frank Alwyn Marston, Worcester; Ardashes Mourad-Khanian, Worcester; Herbert Carleton Poore, Roxbury; Nathan Chamberlain Rockwood, Waterbury, Ct.

Bachelor of Science in Chemistry—Daniel Asher, Worcester; Joseph Francis Cullen, Worcester; George Francis Doran, Worcester; Louis Richard Dwyer, Bradford; Arthur Lincoln Gammage, Woonsocket, R. I.; Ralph Monroe Kibbe, New Britain, Ct.; Urban Athanasius Mullin, Worcester; Joseph Kil-

burn Pettengill, Worcester; James Thomas Power, Worcester.

Bachelor of Science in Electrical Engineering—Eustis Bosson, Reading; Frederic Streeter Brown, Lenox; Joseph Thompson Butterfield, Walpole, N. H.; Albert Percy Chapman, Springfield; Alfred Francis Finneran, Worcester; John William Hackett, Fitchburg; Percy Mortimer Hall, Fall River; William Lucius Harwood, Worcester; Raymond Arnold Haskell, Southbridge; Howard Harry Haynes, Sturbridge; Fritz Arthur Hedberg, Worcester; Alberto Labrit, Cardenas, Cuba; Donald Howe Mace, Brockton; Fred Peters, Lenox; Alfred Raymond Powers, Worcester; Charles Wallace Powers, Westminster West, Vt.; Clifton Clark Quimby, Worcester; Percy Clayton Starbird, Buffalo, N. Y.; Fred William Stinson, Windsor, Ct.; Carl Winslow Stocks, Lowell; Leon Irving Thomas, Brockton.

The advanced degrees conferred were: Mechanical Engineer—Arthur William Cole, B. S., '02, West Lafayette, Ind.; Electrical Engineer, Learnard Day, B. S., '02, New York; Edgar George Scott, B. S., '05, Worcester. The advanced degree was conferred on Charles Edward Eveleth, B. S., '99, Schenectady, N. Y.

At Worcester Academy the commencement exercises June 11 marked the twenty-fifth anniversary of Dr. D. W. Abercrombie as principal of the school. Representatives from various New England colleges and preparatory schools were present to do honor to the man whose services, more than any other thing, have been the cause of the school's growth and prosperity in the last quarter century. It was distinctly Principal Abercrombie's day. One of the guests of honor was Hon. John Barrett of Washington, director of the International Bureau of American Republics, one of the most distinguished members of the alumni. At the commencement exercises the salutatorian was Charles Sager Collier, Kinderhook, N. Y., and the valedictorian was Warren James Simonds of Marlboro. The speakers were Judge F. A. Gaskill, president of the Board of Trustees of Worcester Academy, President W. H. P. Faunce of Brown University, Prof. Wallace C. Sabine, A. M., of Harvard University, dean of the Lawrence Scientific School; President Carroll D. Wright of Clark College, and Dr. Abercrombie of Worcester Academy.

Of the material growth of the Academy Judge Gaskill in his address said:

"The first contrast is, therefore, thus stated: One building and two acres; eight buildings and twelve acres. Corollary and second contrasts: Value of academy property in 1882 about $100,000; value now about $750,000.

"When Dr. Abercrombie came to us, there were forty-three boys and girls in attendance as students. Since June, 1890, the academy has been exclusively a boys' school. This year over 260 students have been enrolled. Then about five or six boys went to college annually, now between thirty and forty each year.

"I find the contrasts are so numerous that I better cease numbering them and let them do their own counting. Then the students came from few states, principally from Massachusetts; now from tihrty-three states and nine foreign countries. Then there were four teachers beside the principal. Now sixteen and four administrative officers in addition. Then the annual income from tuitions was $6500. Now over $104,000. Thus far material growth."

The senior class consisted of Maurice Edward Ballou of Woonsocket, R. I.; Richard Volney Chase of Plymouth, N. H.; Arthur Chessman Clark of Newton Centre; Otto Valentine Cole of Marlboro; Charles Sager Collier of Kinderhook, N. Y.; Esmond Richardson Crowley of Danvers; Carl Abel Dudley of Boston; Laurence Edward Evans of Holden; Joseph Francis Finnigan of Worcester; Arthur Lloyd Gildersleeve of Gildersleeve, Conn.; Donald Greene of Greenfield, Levi Chester Greenwood of Gardner; Joseph Guerra of Merida of Yucatan, Mexico; Herman Hartwell Haskins of Winchester; Henry William Heinrich of Clinton; Carl Carel Henking of New York city; Wright David Heydon of Centreville, R. I.; Archie Babcock Hossack of Odell, Ill.; Pierre Jesse Hungate of Holyoke; Lawrence Dean Jenkins of Winchester; Roger

Sturtevant Kellen of Boston; Harold Stanley Knowlton of West Acton; Thomas James McAuley of Worcester; Miar John McLaughlin of Jackson, Mich.; Stanley Gould Meader of Brookline; John Frank O'Gorman of Pawtucket, R. I.; Leonard Emerson Pierce of Worcester; Ralph Proctor Robinson of Bradford; Waldo Leonard Sherman of Harrisville, R. I.; Warren James Simonds of Marlboro; James Ogilvie Studdiford of Lambertville, N. J.; Henry Martin Van DePoele of Lynn; Warren Van Kirk of Jackson, Mich.; Claudis Joseph Vaudreuil of Worcester; Charles Fouchner Watson of Paterson, N. J.; Fred Burnside White of North Adams; Harry Lawrence Wiggin of Boston; John Henry Wilson of Hopedale; Foster Vergne Young of Aylesford, N. S.

The Massachusetts Normal School sent out forty-eight graduates at the commencement June 25, two of the members being young men. The valedictorian was Miss Gertrude May Dodge of Worcester. The morning of commencement day was given to reading of theses, the formal exercises taking place in the afternoon. Principal E. Harlow Russell presided, speaking briefly to the graduating class. The diplomas were awarded by Mr. John T. Prince, representative of the State Board of Education, and the address was given by Dr. Edward H. Hall of Cambridge. He said in part:

"The American university is our great pride. It is the crowning point of our national system, and has won for itself a distinguished place in the world's eye. One of its best antecedents it has, however, failed to supplant. The graduate of Oxford or the English Cambridge, when he speaks of his alma mater, refers almost always to some great teacher whose influence he has never forgotten.

"A teacher is hardly a teacher who has not a partiality for some special pursuit. Our educational system is killing if it does not allow its workers to keep their enthusiasm alive. The best contribution our schools can make to the republic is to produce thinking minds.

"The system that levels is fighting against the process of nature. Nature selects. You will have to fight not against unfair educational systems, but against the whole spirit of the times. I need not add what you have heard so often before, that there is no more sacred opportunity of acting upon the world than that which now lies before you."

Diplomas were given the following: Francis William English, Worcester; Joseph Michael Tracy, Worcester; Mary Louise Amiot, Worcester; Ruth Idelle Bacon, Barre; Josephine Eleanor Beford, Worcester; Annie Candace Buck, Holden; Georgiana Rosamond Burns, Worcester; Alice Marcella Cannon, Millbury; Stella Agatha Cannon, Millbury; Teresa Josephine Cavanaugh, West Boylston; Mary Gertrude Coffey, Worcester; Mary Ellen Agnes Connolly of Worcester; Florence Patricia Costello, Worcester; Anna Louise Cushman, Worcester; Julia Adaline Daly, Worcester; Annie Zay Davis, Worcester; Mary Bernard Dee, Worcester; Alice Elizabeth Deignan, Worcester; Sarah Ethel Dickinson, Worcester; Mary Teresa Donnelly, Spencer; Ellen Gertrude Dunn, Worcester; Carrie Hannah Ellsworth, Uxbridge; Annie Gertrude Healy, Worcester; Hannah Jeannette Healy, Hardwick; Marion Etta Houghton, Worcester; Catherine Ellen Frances Hunt, Worcester; Anna Teresa Hurley, Worcester; Alice Irene Kearney, Worcester; Jamie Lynnie Kennard, Worcester; Ellen Josephine Kennedy, Worcester; Grace Magdalene Kennedy, Worcester; Teresa Eulalia Kerns, Worcester; Grace May Lawrence, Worcester; Vera Vivian Leach of Worcester; Alice Alexis Lee of Spencer; Flora Belle Leonard, Sutton; Sara Helen McGauley, Worcester; Rose Estella Mitchell, Shrewsbury; Gertrude Elizabeth Mongovan, Worcester; Loretta Frances Morrison, Worcester; Mary Elizabeth Nage, Worcester; Hazel Isabelle Sawyer, Berlin; Mary Catharine Scully, Worcester; Ethel Gertrude Tolman, Worcester; Carrie May Ward, Lancaster; Sophia Ellen Wilkie, Worcester.

WORCESTER OLD HOME CARNIVAL.

WORCESTER has had its first Old Home Week celebration. It was in the nature of a carnival, the plan originating and being worked out by Worcester Merchants' Association, with the hearty co-operation and personal assistance of Mayor John T. Duggan, who encouraged the Association in its work of organization and raising funds. The city contributed as its share of the celebration the scheme of street lighting, amounting to about $550, and the merchants, manufacturers and other public-spirited citizens donated in subscription and advertising in the souvenir programme about $10,000. This fund made it possible to carry out the carnival on original plans, and also made it possible to meet the expenses of the celebration promptly.

The vote to hold the carnival was taken in April by the directors of Worcester Merchants' Association, of which E. E. Dodge is president. The directors left the details and full management of the carnival in the hands of an executive committee, as follows:

Edwin E. Dodge, chairman; Elwood Adams, treasurer; Joseph O'Keefe, secretary; Hon. John T. Duggan, Hon. Ellery B. Crane, Richard J. Healey, Moses Gross, Albert H. Bloss, Edward A. Cowee, Winthrop Hammond, Hon. Alfred S. Roe, Edward B. Clapp, Arthur R. Haven, John P. Coghlin, Maj. P. L. Rider, Alfred M. VanDusen, Charles F. Hanson, Charles I. Rice, Herbert M. Sawyer.

There was also an honorary committee, of which Mayor John T. Duggan was chairman, and the Reception Committee, headed by Mayor John T. Duggan, comprised the members of the Board of Aldermen and Common Council. The chairmen of the various working committees were: Finance, Edward B. Clapp; Advisory Finance, W. D. Luey; Transportation, Arthur R. Haven; Military, Major P. L. Rider; Civic Parade, Moses Gross; Trades Procession, Gen. C. W. Wood; Firemen's Muster, Winthrop Hammond; Matinee Races, Edward A. Cowee; Auto, Coaching, Matinee Riding and Cart Horses Parade, Edward A. Cowee; Fireworks, John P. Coghlin; Concert, Charles I. Rice; Antiques and Horribles, Alfred M. VanDusen; Music, Charles F. Hanson; Advertising, Joseph O'Keefe; Publicity, Herbert M. Sawyer; Historical Sketch of Worcester, Hon. Alfred S. Roe; Old Home Reunion, Hon. Ellery B. Crane.

The committee selected as the carnival colors red, yellow and blue, and the combination, in connection with the national colors, was used almost exclusively and liberally. Never was the city more generally decorated and the carnival colors were used exclusively in the street lighting done by the city. Arches of electric light extended from Lincoln Square to Madison and Chandler Streets, on Main Street, and from Washington Square to Main Street on Front Street. There were used in this display 8000 lights, and it was the most striking illumination the city had ever seen.

The Common was donated to the Carnival Committee by the Parks Commission, and this was used during the week as a public vaudeville theatre, ten attractions giving two performances a day. Space was sold for booths and a small percentage of the funds, for the celebration was obtained in this way.

The gates of the city were opened wide, and the welcome was enthusiastic. The weather was perfect, clear but warm, and the parades were long and contained full representations. The results of the various scheduled events and features of parades are here given:

Monday, June 17, Matinee Races at Agricultural Fair Grounds at 3.30 o'clock. Committee: Edward A. Cowee, Arthur R. Haven, John P. Coghlin, Harry W. Marsh, Herman Schervee, E. W. Cutler; Judges: Albert H. Henry,

Frank E. Powers, Frederick T. Nutting: Starter: Fred A. Chickering. The winners in the several events were: Class B, pace, Megaphone, Amidon; Class A, trot, Frank Kenney, ch. g., Cowee; Class C, pace, Benton B. c. g., Bartlett; free-for-all pace, George M., ch. g., Amidon; Class C, trot, Moccasin Boy, rn. g., Ryan; free-for-all test, Alberta, c. g., Hickey; special race, Red Fellow, c. g., Taylor: Class B. test, Jeanette, Kendrick.

Monday, June 17, Evening: Military Parade, Maj. P. L. Rider, chief marshal; Aides, Col. E. R. Shumway (retired), Maj. J. E. McGourty, Maj. J. J. Moynihan, Maj. Emil Zaeder, Capt. F. A. Jenks, Capt. F. L. Allen, Lieut. T. F. Ryan (11th U. S. Cavalry), Lieut. D. R. Nichols, Lieut. J. F. J. Herbert, Lieut. P. P. Comey, Lieut. N. J. Skerrett, Lieut. J. A. Smith, Lieut. C. S. Longley, Lieut. T. B. Shaw, Lieut. C. M. Smith (G. A. R.), Lieut. J. B. Hurd (L. S. W. V.).

This was the most imposing military parade that ever took place in Worcester. The Second Massachusetts Militia was represented by Worcester and Springfield companies; Sixth Regiment by companies from South Framingham, Marlboro, Fitchburg and Milford; Fifth Regiment, Boston; Ninth Regiment, Worcester; Naval Brigade, Springfield; First Battalion, Light Artillery, Worcester. Organizations other than the State Militia included Geo. H. Ward Post, G. A. R., Worcester; Col. E. R. Shumway Camp, V. S. V. M., Worcester; Worcester Continentals; four companies of A. O. H., Worcester; French National Guard, Worcester; Garde d'Honneur, Worcester; Garde d'Honneur, Spencer; Armenian United Guards, Worcester.

Following the parade there were fireworks at Institute Park, the committee being J. P. Coghlin, H. A. Knight and G. L. Stenberg.

Tuesday, June 18, Afternoon: Trades Procession, Gen. Charles W. Wood, chief marshal; Aids, Maj. E. T. Raymond, Capt. C. H. Pinkham, Lieut. James Early, Charles S. Dodge, Walter D. Ross, Dr. Warren L. Thayer.

This parade was several miles long, and Worcester's diversified industries and enterprising merchants never were shown off to such admirable advantage. There were several beautiful floats, and the showing made by the larger manufacturers was highly creditable. Blue ribbons were given as follows: Denholm & McKay Co., dry goods; J. C. MacInnes Co., dry goods; R. J. Healey Co., boots and shoes; D. H. Eames, clothiers; Gibbons Piano Co.; W. J. Woods Co., clothiers; Dodge Furniture Co.; Atherton Furniture Co.; Guy Furniture Co.; Hammond Beef Co.; American Steel & Wire Co.; George A. Stevens Co., hay and grain; E. A. Cowee, hay and grain; Blake-Sampson Co., coal; Alsten & Goulding Co., auto supplies; Hovey Laundry Co.; D. A. Scott, laundry; C. E. Hinckley, milk; North Main Street Market; W. H. Willard Co., hardware; Ross Bros., agricultural implements; Brewer & Co., druggists; Walker Ice Co.; Norcross Bros., contractors; Worcester Brewing Co.; Crompton & Knowles Loom Works; T. H. Buckley & Co., lunch carts; Worcester Broken Stone Co.; New Park Theatre; J. W. Sargent & Sons, carriages; Williams & Bridges; Tyler's Business College; Littlefield, florist; H. F. A. Lange, florist; Worcester Conservatories, florists; Worcester Dairy Co.; F. Soulliere, kalsomining and whitening; O. M. Dean, brooms; Dadmun & Heywood, boots and shoes; Hill Dryer Co.; J. J. Douglass, butter; J. H. Quinn, sale horses; Sherman Envelope Co.; Page Electric Co.

In the evening took place the parade of antiques and horribles, the chief marshal being Major-General Charles Augustus Studlefunk (Lieut. C. S. Longley), with a long list of aides. Original ideas were shown, and many local affairs well burlesqued. The first prize went to the Whittall Wooden Band, Joseph Dobbins, leader. The Bingville Fire Brigade, E. W. Smith, chief, was given second prize, and Heller Willer Wheelcox Band, made up from the Corona Women's Band, was given third prize.

Wednesday, June 19, Morning: Firemen's Parade, with muster in the afternoon, A. A. Brigham, chief marshal; Lieut. C. S. Longley, chief of staff;

Aides, Lieut. F. H. Lucke, Charles H. Knibbs.

The first carriage had a trio that are worthy of note, being three ex-fire engineers of the Worcester Fire Department, who served on the Board of Fire Engineers with the late chiefs, Simon E. Combs and Gilman Rawson, this being their first reunion since they attended the funerals of their old comrades. The three survivors are Capt. William Brophy, Boston; John W. Loring and Samuel H. Day, both of Worcester.

Other guests were: Capt. Thomas K. Bates, Webster; ex-Chief Charles H. Hooper, Peabody; Assistant Chief Frank E. Tracy, Woburn; Chief Clarence Littlefield, Woburn; Chief Edward S. Hosmer, Lowell; Capt. David J. Hurley, Lowell; Patrick H. Killelea, Leominster; William H. Hathaway, Hyde Park; Capt. Hiram R. Williamson of the Worcester Protective Department.

In the parade were representatives and apparatus of the Worcester active department and veteran firemen organizations from Worcester, Holyoke, Sterling, Westfield, Westminster, Pawtucket, R. I., Gardner, Templeton and Chicopee. The playout resulted as follows:

Engine.	Ft.	In.
Edwin A. Whiting, Holyoke,	203	8
Gardner Fours, Gardner,	202	$5\frac{3}{8}$
Fire King, Pawtuxet, R. I.,	200	$11\frac{1}{4}$
General Miles, Westminster,	197	$8\frac{5}{8}$
Chicopee, Chicopee,	194	$5\frac{1}{8}$
Rough and Ready, Templeton,	191	$9\frac{3}{8}$
Edwin R. Lay, Westfield,	188	$9\frac{3}{4}$
General Putnam, Worcester,	170	$4\frac{1}{2}$

Prizes: First, $200; second, $100; third, $75; fourth, $25.

The parade included several thousand members of civic organizations, and the prizes were distributed as follows:

For the largest number of men in line, not uniformed: First, Central Lodge of Odd Fellows; second, Ridgeley Lodge of Odd Fellows. Largest number in uniform: First, Worcester Aerie of Eagles; second, Canton Worcester, Patriarchs Militant. Best drilled: First, A Co., National Guard; second, Clan Scott, Order Scottish Clans. Best appearance and marching: First, Swedish Gymnastic Society; second, Tribes of Red Men.

Thursday, June 20, Afternoon: Automobile, coaching, matinee, riding and cart horse parade. Chief Marshal, Lieut. Frederick H. Lucke; Aides, Edward A. Cowee, Dr. Perley P. Comey, Captain Frank L. Allen, Dr. F. H. Kendrick, Edward H. Kendrick, Herman Schervee, Deputy Sheriff F. H. Baldwin, Deputy Sheriff E. A. Bacon, Harry W. Marsh, Edward M. Dodge, Arthur B. Taylor, John S. Harrington, Arthur R. Haven, E. W. Cutler.

Prizes awarded: first prize, for best decorated touring car, occupants included, John S. Harrington, Worcester; second prize, for best equipped car for touring, occupants included, Pond Auto Station, Worcester; third prize, for best decorated runabout, occupants included, Oakley S. Walker, Worcester.

Horse division: Old work horse class—1, Old Phil, owned by Walker Armington; 2, Billy, owned by Rebboli Sons Co. Six-horse class—honorable mention, city of Worcester, black team. Four-horse teams—1, Bowler Bros. team; honorable mention, Daniels-Cornell Co., grays and blacks, and city of Worcester, chestnut team. Pair work horses—1, Worcester Storage Co., blacks; honorable mention, Sessions & Son, black pair, and Mt. Pleasant Farm, Auburn, blacks. Single work horses—1, C. V. Dodge, gray; honorable mention, W. W. Griffin Co., dapple gray, and Bowler Bros., chestnut. Old driving horses—1, Prince A., owner, Henry Washburn; 2, Colonel, owned by Sessions & Son, and honorable mention, Driver, owned by Oscar England. Honorable mention was given two three-horse hitches of the Worcester Fire Department. Coaches—1, T. Frank Hickey, Shrewsbury; 2, American Car Sprinkler Co., for mule team driven by F. D. Perry; 3, Herman Schervee for tandem.

The carnival closed with a concert in Mechanics Hall, Thursday night, under the direction of Mr. Charles I. Rice. The artists were Miss Josephine Knight, soprano; Miss Helen A. O'Gorman, contralto; Walter I. Brown, baritone. The orchestra was composed of members of the Boston Festival Orchestra, J. W. Crowley, leader.

WORCESTER BOARD OF TRADE.

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OPEN 8.00 A.M. TO 5 P.M. PRESIDENT'S HOURS: 1 TO 2 P.M. MONDAYS, TUESDAYS, WEDNESDAYS AND FRIDAYS.

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The Worcester Board of Trade wants to keep on file at the Secretary's office a complete list of places where floor space can be secured for manufacturing and business purposes. There are calls made every day for such information. The Secretary would appreciate it if every owner of a building in Worcester used for manufacturing or mercantile business would furnish particulars of what he has for renting purposes, and if land-owners would also file a list of available building sites. State owner, location, whether store or factory, amount of floor space, amount of power available and approximate rental. If it is land for manufacturing purposes, state owner, location, number of square feet, general dimensions, any building thereon; if so, give floor space, number stories, brick or wood, power plant with horse power, and purposes last used. Also give name of railroad near it and sidetrack facilities. Give price that can be used as basis of negotiation.

This information is for the use of the Secretary, and is not to be used for any purpose except to locate new or present business interests. No compensation is to be asked for any lease or rental that may be brought about by the Board of Trade.

The next meeting of the directors of Worcester Board of Trade takes place on the night of Thursday, September 12. At that time President George F. Booth will announce his committee appointments for the year.

At the meeting of the Board of Trade Directors in May, the term of President William A. Lytle expired, and he positively declined a re-election. The selection of a name for President and Vice-president was left to a special committee, and it reported at the June meeting the names of Mr. George F. Booth for President, and Mr. George F. Brooks for Vice-president. These elections were unanimous, and both gentlemen accepted the office. It was voted at that meeting to refurnish the rooms of the Board of Trade as soon as the rooms are placed in condition by the Worcester National Bank directors, who are remodeling the bank, and before the fall meeting of the Board of Trade directors it is expected the rooms will be finished and refurnished.

John L. Parker Co., 70 School Street, has bought the property of P. Blaisdell & Co., on Jackson Street, and will occupy the premises for its business.

The buildings will give the company three times its present space, which is necessary because of the rapid growth of the business. The company will increase its facilities for manufacturing, and employ more men. It manufactures sheet metal goods.

The Blaisdell shops have recently been occupied by the Plunger Elevator Co. as a branch of its works at Barber's Crossing. Before that time, the buildings were for years the home of the machine tool business of P. Blaisdell & Co., which several years ago was merged with the Whitcomb Planer Co. as the Whitcomb-Blaisdell Machine Tool Co. The company operated the Jackson-Street shops for a while, until the shops were concentrated at Gold Street.

The Blaisdell property contains 18,643 square feet of land assessed for $6,500, and buildings assessed for $5,800.

The new owners will occupy the premises as soon as some necessary repairs and alterations can be made. It now occupies a building owned by Edward K. Lombard.

THE WORCESTER MAGAZINE

Vol. X. AUGUST--1907 No. 8.

Magazine and Municipal Comment.
History of Worcester Music Festival.
Mr. Edward Davis Thayer.
Review of the Month.

DEVOTED TO

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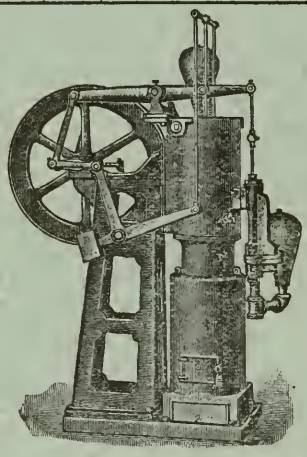

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WORCESTER, MASSACHUSETTS

GEORGE F. BOOTH,
President Worcester Board of Trade

The Worcester Magazine.

VOL. X. AUGUST, 1907. NO. 8.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

Board of Trade's New President

The Magazine this month presents as its frontispiece a picture of Mr. George F. Booth, elected President of Worcester Board of Trade at the last meeting of the Directors. He served as director several years, was Vice-president two years, 1906 and 1907, and against his personal wishes was elected President for the present year. Being a trained newspaper man the directors felt he would bring to the Board of Trade an experience that would be valuable. Mr. Booth has been editor of Worcester Gazette for nearly ten years, coming into the Worcester newspaper field with an experience that placed him in the front rank of Worcester's newspapers immediately, and he has had much to do with shaping the policies of many important questions of a municipal character and has accomplished much that is creditable to the history of city. The fact that he has made a success of his own business, coupled with the prominence that he has attained in the newspaper world, makes him a fitting man for president of an organization which deals with business and municipal questions. His practical ideas and his record of accomplishing things mean a year of success for the Worcester Board of Trade.

Sane Observance of the Fourth

July 4 has come and gone. It is recorded in the press that it was the quietest celebration of the day that the country has seen in many years. It is also recorded that the number of accidents, including deaths from explosions of cannons, fire-crakers, sky rockets, was the largest in many years. With 59 deaths and more than 4000 injuries, it cannot be said that July 4 is yet a sane holiday as now celebrated. It has been widely noted that the toy pistol with its tetanus aftermath has distinctly lost standing as a juvenile death-trap. It is doubtful, however, if this loss of toy pistol popularity is due to the warnings or teachings against it. The fact is in all probability that other and more noisy ways of celebrating have taken its place. A toy pistol made comparatively little rumpus anyway and the toy cannon and the giant cracker have taken its place on the merits of noise, rather than on the question of safety. It is, however, a source of satisfaction that the toy pistol is passing from the stage. Every city can read a lesson from its own experience. Worcester has been fortunate in the past in the matter of fatalities from the celebration of the Fourth. This year one fatality took place in the adjoining town of Paxton the evening

before the Fourth, not from a celebration of Independence Day exclusively. In Worcester there were 45 accidents, none of them, however, serious. Pittsburg led the country in fatalities with a record of 15 deaths, and the statistics along this line, as collected by the Chicago Tribune, show between 4000 and 5000 injured and 59 dead. This is more than three times the number of men killed in the navy during the war with Spain.

Statistics, however, show that fatalities come in time of peace. Since January 17, 1903, 61 officers and men of the United States Navy have been killed in accidents in gun turrets of battleships. That equals the number of killed and wounded on shipboard during the war with Spain, in which there were two distinct naval battles on either side of the globe. Referring to the Fourth of July accidents, Worcester, the 28th city in the country, furnished 1 per cent of the number of injured.

Decree Ordered by Court

At last the Worcester grade crossing abolition contest is settled. Judge Geo. A. Sanderson, of Ayer, in the Superior Court in Boston, July 23, ordered the grade crossing decree, the last official act preliminary to the actual work of construction. Had this order been issued one month earlier, it would have taken place on the seventeenth anniversary of the beginning of the Worcester grade crossing abolition proceedings. Under the decree work must begin within nine months. But interest on land damages began the moment the decree was signed by Judge Sanderson. These damages will amount to upward of $1,000,000 and will draw interest at 6 per cent., so that it is business to begin the work as soon as possible to save the interest on these damages, the interest amounting to about $60,000 a year. There was no opposition, either on the part of the railroads, the Commonwealth or the citizens of Worcester, against the order of the decree. It is estimated the work will cost about $3,000,000, and it will be three or four years before it is completed. The general scheme includes the abolition of crossings of the Boston & Albany, and the N. Y., N. H. & H. railroads, and the building of a new Union Station, the location of which has been fixed for Washington Square. The widening of Canal Street, which was started by the Board of Trade, becomes a part of the proposition, the expenses of the widening to be met by the city of Worcester, in addition to its share of the expense of the abolition of the grade crossings. The hearing in Boston, July 23, lasted less than ten minutes. The form of the decree submitted by City Solicitor E. H. Vaugan of Worcester is as follows:

"Mayor and Aldermen of the city of Worcester vs. Boston & Albany Railroad and others:

"Decreed in the above entitled petition:

"The commissioners heretofore appointed having returned and filed their decision and report into our said court, and the Board of Railroad Commissioners having heretofore approved the changes in the grade of the railroads, and by their decree certified their approval of said report as by statute required, a copy of which decree and approval is now on file in the office of the clerk of this court;

"Now therefore upon full hearing in the matter, all the parties being represented by counsel, it is now ordered and decreed that the decision and report of the commissioners in the above entitled petition be and the same is confirmed by the court sitting in Bostos, July, 23, 1907."

The history of the grade crossing abolition dates from June 21, 1890, when there was approved a statute entitled: "An act to promote the abolition of grade crossings." On July 28, 1890, the Board of Aldermen passed an order that the city solicitor, in the name of the Mayor and Aldermen of the city of Worcester, petition the Superior Court, under chapter 428 of the Public Statutes, for the abolition of the Worcester grade crossings. Hon. F. A. Harrington was Mayor at that time and a commission was appointed consisting of Harvey N. Shepard, Joseph S. Ludlam and Fred Brooks. In 1892 a report was made by

a commission consisting of Charles A. Allen, A. W. Locke and J. W. Ellis, and by an act of the Legislature the matter was suspended for five years. In 1898 the matter was again taken up and has been presented continuously until the present time.

Make Lake a State Reservation

It is regretted that within the past few weeks Lake Quinsigamond, one of the most beautiful of the New England bodies of water, and its shores have come into such unpleasant notoriety, during which the cry of graft has been flaunted. The charges made in the public press may or may not be true, but there is no question that the stories printed have been grossly exaggerated. It is the Shrewsbury side of the lake which is affected by this latest agitation, not confined to the newspapers, but extending to the pulpits of the city of Worcester, and the town of Shrewsbury. There is without question ground for criticism of the policies pursued in the management of the lake resorts. Having been advertised broadcast that Quinsigamond is the most beautiful sheet of water in New England, a reputation upon which has been constructed a summer settlement, it is particularly unfortunate at this time that unattractive notoriety be given by reason of a tragedy which took place in a disreputable place during a carousal. It may be timely to refer to the recommendation made three years ago, by the secretary of the Board of Trade relative to Lake Quinsigamond. In the interest of good order and to guarantee the lake as a playground for children during the heated months, this recommendation might well be considered seriously. It could be realized if Worcester would take hold of the proposition and carry it to a finish. The recommendation is as follows:

Within the past decade public attention has been directed to the improvement and development of the suburban districts adjoining Lake Quinsigamond. Plan after plan has been formulated and discussed with varying degrees of earnestness, both in the columns of the press and in meetings of the City Council. But, somehow or other, not one of those plans lived long enough in the public eye to reach maturity. They all died early deaths, either from lack of intrinsic worth or from dearth of sustaining public interest.

However, the fact can hardly be controverted that the development of Lake Quinsigamond and its immediate surroundings would mean enormous gains to the business interests of Worcester. The lake might be made the most attractive water park in this section of New England, bringing here each summer thousands of pleasure seekers. The lake district is, unquestionably, the greatest asset in the possession of the city of Worcester. Other sections of the State have been benefited largely by the beautifying and development of their local public resorts through the intervention of the State. Worcester has a right to expect some share of consideration at the hands of the Commonwealth, and that recognition would be forthcoming in the course of time, if a movement were begun for the conversion of Lake Quinsigamond into a State reservation, making it, of necessity, a part of the Metropolitan Park System. During the past few years the State Commission has expended $7,500,000 in improvement, as State property, of places of popular resort like Revere Beach, Nantasket Beach, Quincy and Winthrop beaches, the shores of the Charles, the Mystic and Neponset rivers, Blue Hill, Middlesex Fells, and various hills, brooks and gorges. Then there is a complete boulevard system along the sea front from Boston to Newburyport. As a mountain park, Mount Wachusett has been taken by the State. The suggestion has also been made to include Mount Tom in the list of State reservations. Of the various beauty spots, containing more than 10,000 acres, which the State has adopted, not one of them possesses more attractive features or stronger claims to recognition as a public park than Lake Quinsigamond. The construction of a suspension bridge and of a boulevard, say one hundred feet wide, around the lake would lead to the expansion of the lake as a summer resort and, inevitably, bring into the city a large

influx of visitors. Both these improvements, if done by the State, would be supplemented by the city in carrying out that most important work, the widening of Shrewsbury Street.

Great Plan to Relieve Congestion

An order introduced in the City Council by Alderman James H. Mellen, and unanimously adopted by both branches, provides for the appointment by the Mayor of a commission of citizens to act, with members of the Board of Aldermen, on a proposition to relieve the congestion of Worcester's business streets. Efforts to bring about such a condition were made several years ago, and again urged by the Worcester Board of Trade within a few years, and now the people appear willing that the work should be accomplished. Alderman Mellen's plans provide for a new street from Park Street, southerly to connect with Beacon Street; an extension of Norwich Street to Front and thence across the Common to connect with the new street extending from Park; the widening of Chandler Street, between Main and Piedmont; the extension of Murray Avenue to Austin Street; the widening of Madison, from Main to Salem; the extension of Burnside Court to Portland Street; the extension of Allen Court to Salem Street; the widening of Salem Street, between Madison Street and Salem Square; the widening of Park Street, between Salem Street and Trumbull Square; the relieving of Pleasant Street by a parallel street from the south, running from Main to Hawley or Merrick; the extension of Gold Street to Quinsigamond Avenue; the making of two streets intersect Gold Street, one opposite Hermon Street, another opposite Madison Street, extending under the Boston & Albany Railroad; the joining of Prescott and Crescent Streets, when the Garden Street grade crossing is abolished, making a parallel street to Lincoln; the extension of Beacon Street to Lowell; the widening of Hermon Street, between Main and Beacon and extending same to Murray Avenue; the widening of Myrtle Street, between Main and Southbridge and removing the Scott block at Franklin Square. These are some of the propositions which the maker of the order has in mind. The cost of this work as estimated by Alderman Mellen would amount to a little more than $2,000,000, and it is expected the work would be done over a period of years. The order seems to meet the approval of many of the largest taxpayers of Worcester, and it is expected that the commission, when appointed, will deliberate over the subject for a long time, it being the intention to go slowly in the matter and ultimately make the recommended changes.

Tax Rate Drops Again

Worcester's tax rate has again been lowered. This year it will be $16 per $1000, which is 60 cents lower than last year. The State warrant is about $15,000 more than last year, the county warrant about $600 less, and the city about $75,000 less. There will be the sum of $16,490 over-laying to be used in abatements, if found necessary. The valuation of Worcester is $1,323,-437 more than last year. The State tax is $156,133.97; the county tax, $134,260 and the city tax, $1,765,618.63; of this last sum there is a poll tax of $39,659. Ward 10 showed up the best of the city wards, with a valuation of $29,267,800. The total valuation is $124,134,200, including $7,422,500 of non-resident property. There was $427,388 in resident bank shares, making the total valuation for the city $124,561,538. This is the lowest tax rate Worcester has had since 1902, when it was $16 per $1000, the same rate. In 1900 and 1901, the rate was $16.40 and in 1903, 1904 and 1905, was $17.60, $17.40 and $17, respectively and dropping to $16.60 last year and back to $16 this year. The financial showing of the city is highly creditable and sufficient to attract the most conservative manufacturer. The debt of the city is small, the borrowing capacity large, and the tax rate reasonably low. In fact the strong feature of Worcester is its financial solidity.

For More Thorough Health Inspection

Dr. Melvin G. Overlock of Worcester has been appointed by Gov. Curtis Guild, Jr., as health inspector for the southern Worcester district, an office recently created by the Legislature. and Dr. Lewis Fish of Fitchburg has been appointed for the northern Worcester district; the salary of the Worcester official to be $2000 a year, and of the Fitchburg man $1200. The make-up of the fifteen new health districts was recommended by the State Board of Health and the new law authorized the Governor to appoint a health inspector for each district. The city of Worcester is about in the 11th southern Worcester district and includes Worcester, West Brookfield, North Brookfield, Spencer, Leicester, Millbury, Sutton, Northbridge, Uxbridge and the towns south and west of them.

These appointments are for a term of five years. The salaries are to be fixed by the Governor and Council. The only limit the Legislature has put on the matter of salaries is that it has specified that the total for all fifteen inspectors shall not exceed $25,000.

The duties are: "He shall inform himself respecting the sanitary conditions of his district, and concerning all influences dangerous to the public health or threatening effect of the same; he shall gather all information possible concerning the prevalence of tuberculosis and other diseases dangerous to the public health within his district; shall disseminate knowledge as to the best method of preventing the spread of such diseases, and shall take such steps as, after consultation with the State Board of Health and the local state authorities, shall be deemed advisable for eradication; he shall inform himself concerning the health of all minors employed in factories within his district, and whenever he may deem it advisable or necessary, he shall call the ill health or physical unfitness of any minor to the attention of his or her parents, or employers and of the State Board of Health."

The work of inspecting factories in regard to health conditions is transferred from the district police to this new corps of officers.

American Agricultural Machinery

American agricultural machinery maintains its hold upon the market in the British Consular district of Bordeaux, France. The British Consul there writes as follows:

The total weight of agricultural machinery imported in 1906 was 6,421 tons, a decrease compared with 1905 of 800 tons. The average for the last five years stands at 6,363 tons, the British average being 723 tons. The record of 1906 maintained the traditions of former years, and there was a large importation of American mowers, binders and reapers. The stocks of these machines held in France at the beginning of 1907 are lighter than in former years, and there is a fairly good prospect for imports during the present year. With the exception of clarets, all agricultural products are remarkably high in price, especially cattle foods, owing to the severe drought of 1906, which made fodder dearer than has been known for many years, a fact that favorably affects the sale of agricultural implements. British trade was fairly good in this respect during 1906, imports of steam and oil engines for power, barn machinery, pumps and ironmongers tools, steels and drills having been heavier than during previous years. Small steam engines of from 1 to 5 horse power are being superseded by oil and petrol spirit engines in towns and country, a change due to the progress of the motor car.

Example of Courage and Discipline

During the recent accident on the battleship Georgia, the discipline and courage of the Yankee sailor were manifest. There were ten fatalities and nearly twice that number of injured as the result of an accident on this man-of-war. It is said of the conduct of the survivors of this terrible accident, there are not words enough to sufficiently express the praise of the officers and men of the ship. Not one of those so sorely and horribly stricken gave the slightest token of a suffering. They bore their agony with that calm stoicism and fortitude that seems to have been the heritage of the American sailor since the memorable day of American independ-

ence. The conduct of these men at that time illustrates the courage of the sailor. An incident of individual bravery long after the accident and when the suffering had become most acute, is worthy of mention. Standing on the landing of the naval hospital at Charlestown was one of the lieutenants of the vessel, and coming up the steps was all that was mortal of a seaman borne in the arms of two men. The poor fellow's left forearm was gone and his head was swathed in bandages. Coming abreast of the lieutenant he stopped his supporters, feebly lifted his right hand to his head and saluted. Such is the courage of the men in our navy.

June Fire Record

According to the figures of the New York Journal of Commerce, the fire record of June, 1907, was greater than that of the same month in either of the two preceding years. In June, 1905, the fire losses in the United States and Canada aggregated $11,780,000. In June, 1906, they were $13,950,650. Last month, $14,765,000 went up in smoke in the two countries.

The first six months of the current year have been comparatively hard ones for the underwriters. The total fire losses have amounted to $117,477,-500, which is a much greater sum than that destroyed by fire in any similar preceding period for many years, if such conflagrations as those of San Francisco and Baltimore are barred. The average annual losses by fire are undoubtedly increasing despite the more common use of fireproof construction.

But if fire losses are increasing, the amount of fire insurance written annually is increasing much more rapidly and insurance rates are not decreasing, to say the least. Hard luck tales from the fire insurance companies are probably still to be taken with a slight admixture of salt.

After the South American Trade

We are to learn something of South America. At the recent Board of Trade banquet, Hon. John Barrett, who is at the head of the International Bureau of American Republics, talked on trade relations with South America, and the great opportunities in that country for manufacturers in the United States. Since then, Worcester concerns have received communications relative to sale of their goods in that country, and there seems to be a disposition to go out for the business. That banquet probably set Worcester manufacturers to thinking, more than any other agency to which their attention has ever been called. The very forceful argument of Mr. Barrett and the equally strong presentation of the foreign trade case by Ex-secretary Leslie M. Shaw, made an impression upon Worcester. The inquiries that have come to manufacturers since then lead them to follow up the valuable tip given them by Mr. Barrett, and the little effort on the part of Worcester's makers of machinery and goods will open to them a new field from which fortunes may be secured.

The best indication of the interest being taken in the country south of us is the tourist parties which are being formed. What is believed to be the first party of personally conducted tours in South America sailed early in July under the auspices of one of the leading tourist agencies.

There will be others, attracted by the more intelligent reports of the continent which are now appearing and the revelations we are getting from time to time of the splendor, wealth and civic spirit of cities like Rio Janeiro and Buenos Ayres.

Indeed the time has passed for us to be content either with our ignorance or condescending contempt for Latin America. We need nothing more just now, as Prof. L. S. Rowe of the University of Pennsylvania pointed out in a recent North American Review, than to find out how much more inclusive the word America is than the nation we belong to, and how conservatively progressive, highly flourishing, and civilized several of the larger and leading countries of the southern continent are, particularly among their urban populations. Our "condescension" has been as irritating to them as Britain's toward us used to be, and it is about time that we quit, for policy's if not for deceny's sake.

HISTORY OF WORCESTER MUSIC FESTIVAL.

THE WORCESTER MUSIC FESTIVAL closes a half century of existence this year, in celebration of which a golden jubilee is planned for the first week in October. The exact dates are October 1, 2, 3, and 4. For the fiftieth Festival a list of artists has been engaged and a programme planned that will be fitting for the golden aniversary of such an association. The works to be presented are: Wednesday, October 2, evening, "Job," a dramatic poem, for solo voices, chorus and orchestra. This was written for the festival by Mr. Frederic S. Converse of Boston, and is to be given its first presentation the opening night of the jubilee; Thursday night, Prof. Horatio W. Parker's "Hora Novissima;" Thursday afternoon, Symphony programme, with festival violinist; Friday afternoon, Symphony programme, with festival pianist; Friday night, artists' night, with Wagner programme.

The artists engaged are: sopranos, Mrs. Edith Chapman Gould, Corinne Rider-Kelsey, Mignon Aurelle; mezzo soprano, Mme. Schumann-Heink; contralto, Miss Adah Campbell Hussey; tenors, Daniel Beddoe, George Hamlin, Evan Williams and Frank Ormsby; baritones, Emilio De Gogorza, Claude Cunningham; bass, Frank Croxton; violinist, Miss Maud Powell; pianist, Mme. Katharine Goodson. Mr. Franz Kneisel will conduct the orchestra numbers, Mr. Wallace Goodrich will conduct the choral works and Mr. Arthur J. Bassett will be accompanist. The Boston Symphony Orchestra of sixty-five pieces is engaged for the week.

Walter Moody Lancaster, who wrote the programme book for several years, in 1900 prepared a history of the Festival, which was published in the New England Magazine, from which the following is taken and revised:

Probably the city of Worcester is more widely known for its annual music festival than for any other single institution or circumstance. The festival is professionally the first important musical event of the fall and winter season, if not indeed the most important of the year, outside of Boston, New York and Chicago. Clearly this is an ambitious assertion for an inland city that boasts of barely 130,000 inhabitants; but there is warrant for it, and the just claims of other cities to artistic recognition may be freely granted without in the least impairing Worcester's title to next place after the three musical centres named. Evidence of this eminence is found, first of all, in the eagerness with which singers seek a Worcester "appearance." The high value set upon the festival as a professional opening and opportunity is no meaningless flattery to provincial pride; for European singers of world-wide reputation cross the ocean solely that they may be heard in Worcester, and go back the following week to fufill engagements in England or on the Continent. Not a few American singers owe their present eminence to a fortunate performance in Worcester, where they first made their artistic abilities known to visiting managers, musicians and critics. The money-making manager from the metropolis lays siege to the board of government, from year's end to year's end; and during the last week of September, his not always Hebraic face is continually in evidence. He comes here because he has goods to sell—artists to "place"—and perchance he may discover a promising and profitable "unknown." No other festival is so liberally reported by the press of the large cities. Among the thousands at the festival are music teachers, professional singers and instrumentalists, drawn hither by the fame of the soloists, the musical novelties presented, the great chorus, or the great orchestra. To hundreds this is the only opportunity for hearing large choral

works given with completeness and becoming dignity, and instrumental masterpieces performed by one of the most efficient orchestras in the world. No other festival draws its *clientèle* from a field broad enough to cover New England, the Middle States, Canada and the Maritime Provinces. Finally, age lends prestige to the Worcester institution. For fifty successive years it has been maintained, not always with financial profit, but with ever increasing scope and improved artistic results. The famous festivals of the old world often alternate between two or three cities, and are not in every case of annual occurrence. Other American festivals, of which there is every reason to speak with respect, are of younger growth, and the most advanced of these is a triennial. Of the artistic results accomplished at Worcester little will be said here, except to emphasize the importance of the festival as an educational force and to point out that its influence is felt far beyond the green hills of this prosperous and contented Massachusetts county.

The temper and policy of the men who developed the city were shared by those who made the festival a permanency; and in both cases the founders builded better than they knew. In a community having so wide a variety of interests, it was certain that education, literature and art would obtain due recognition, and it was not likely that music would be long neglected. In fact, there was a rather remarkable succession of local singing societies, extending well back towards the year 1800. One of the oldest of these was the Harmonic Society, the date of whose birth is not recorded, though the chorus was flourishing in 1826, when the secretary, Henry W. Miller, Senator Hoar's father-in-law, advertised that the society purposed "having an oratorio, consisting of anthems, duets, sacred songs, etc.," in the South Meeting-house, on Wednesday, October 11. This was cattle show week, and President John Quincy Adams attended the concert, with Governor Lincoln, after talking horse, pigs and politics at the fairgrounds. The Harmonic Society appears to have died of old age, about 1839.

In 1852 A. N. Johnson and E. H. Frost (the latter well known in Boston, by reason of his connection with Park Street Church and Tremont Temple) attempted to gather a musical convention in Horticultural Hall, but their discouraging experiment sufficed for several years. At length, Edward Hamilton, a much esteemed local musician, and Benjamin F. Baker, a Boston professional of some contemporary fame, who had been employed as director of one of the Worcester singing societies, issued a circular that resulted in holding what is now considered the first Worcester festival, September 28, 29 and 30 and October 1, 1858. This was literally a convention for the discussion and practice of church music, as the matter-of-fact announcement showed.

The convention of 1858 was enough of a success to warrant the managers in repeating it the following year. The third festival, in 1860, was backed by the Mozart Society and conducted by E. H. Frost of Boston and Mr. Hamilton; and the fourth and fifth were under the direction of Mr. Baker and J. A. Dorman. In 1863 a ludicrous misunderstanding resulted in the holding of two conventions, one in the City Hall, directed by Mr. Dorman, Mr. Baker and Benjamin D. Allen, a local musician of scholarly habits, for many years organist of the festival and now head of the music department of Beloit College in Wisconsin; the other in Mechanics Hall, as usual, with James D. Moore and E. H. Frost as the leading spirits.

The Mechanics Hall coterie, which proved to be the larger and more vigorous of the two, assumed for the first time, October 2, 1863, the title of "The Worcester County Musical Convention," elected Samuel E. Staples of Worcester president, and a long list of officers, representing more than twenty towns. In 1866 a constitution was adopted, whereby all persons who bought tickets (fifty cents for singers and seventy-five for visitors) were declared members of the convention; and financial deficits (which never occurred) were to be cov-

ered by assessing the men. At the annual meeting, October 26, 1871, the name of the organization was changed to "The Worcester County Musical Association," and it was decreed that thereafter the annual gatherings should be called "festivals." In 1879 the association was incorporated under the general laws of the Commonwealth, and its organization revolutionized. The incorporators were A. C. Munroe, I. N. Metcalf, William Sumner, J. Q. Adams, G. W. Elkins, J. E. Benchley, Charles E. Wilder, Charles M. Bent and Daniel Downey of Worcester, William R. Hill of Sutton, Israel Plummer of Northbridge, and the Rev. G. M. Howe of Princeton.

The chorus, who pay $1.50 a year for the privilege of attending about thirty rehearsals, singing at several concerts, and sitting behind the orchestra at others, now have no voice whatever in the management. The festival association is a close corporation of about thirty-five members, who elect the board of government (five officers and eight directors) and hold title to the funds, the library of 32,000 bound volumes and other property. The honorary members and honorable counsellors are purely ornamental. The membership fee is $3, and the perquisites and prerogatives amount to a good round total of work, worry and expense, since the members buy their concert tickets in competition with the public and pay at least average premiums for the choice of seats.

How far the festival has broadened from the original intent of the founders may be judged from a single comparison. The constitution of 1866 declared the object of the convention to be "the improvement of choirs in the performance of church music, the formation of an elevated taste through the study of music in its highest departments, and a social, genial, harmonious reunion of all lovers of music." Under the charter of 1879 the purpose of the association was announced as "the cultivation of the science of music and the development of musical taste."

Before tracing the development of the festival, it is worth while to consider the cost of maintaining it from year to year, and at the same time to remember that the whole cost is not to be measured by dollars and cents. It is a cheap wit that calls the practice of high class music a fad and a fashionable vanity, and it is a moderate statement to say that this institution owes its prolonged existence to honest zeal and unaffected love of the art. The fidelity of the unpaid chorus of four hundred, under a discipline of increasing strictness, as well as the time, thought and energy gratuitously given by the managers, often involves actual sacrifice, and suggests no passing whim of fashion, but sincerity and an earnest purpose.

The finances of musical enterprises are proverbially precarious, and the festival has had the inevitable ups and downs of fortune. During the earlier period, when the salaries exacted by artists were as modest as the demands of the public, the festival was conducted almost invariably at a profit, and a very comfortable surplus was accumulated in the treasury. But since 1880 there has been a sadder tale to tell. Not only have a majority of the past twenty-five festivals failed to pay expenses, but the losses incurred in the bad years have exceeded the profits of the ten good years by many thousand dollars. Several times the profits have been approximately $1,400; but on the other hand, the loss in a single year has been $4,100. Happily the association had at one time somewhat more than $8,000 of invested funds, representing the profits of preceding years, and besides had received gifts amounting to about $7,000, intended by the donors to serve as a nucleus of an endowment. The income from these funds reduced the actual deficit somewhat below the published figures, but the erratic succession of good years and bad and the eccentric variation of receipts have rendered precedents useless as a basis of financial calculations. Within recent years the receipts have varied from $8,826 in 1893 to $13,987 in 1899, while expenses have ranged from $10,177 in 1894 to $14,056 in 1897. The size of the expense account is no criterion for estimating profit or loss; the "record" year for economy

was one of the most disastrous in the entire series, while the years of heaviest expenditures have sometimes been among the most profitable.

Those who advocate the star system will find scant encouragement in Worcester, where three of the five experiments with $2,000 a night *prime donne* have resulted in the severest losses recorded here, while the other two owed their success to the general excellence of the festival scheme rather than to the star. On the other hand, a corps of manifestly low priced artists is not to be tolerated, for any suggestion of cheapness will be logically followed by a reduction of receipts, not only in the current year, but in the next. The most profitable plan, as well as the most artistic, is to employ as evenly balanced a choir as possible, one well adapted not merely for concert display, but for the solo roles of the large choral works. An excellent example of such a choir was given in 1897, when Mme. Gadski, Miss Stein, Evan Williams and David Bispham were the principals. Such a combination is not only difficult to engage for festival week, but is apt to be quite as costly as a star surrounded by mediocre talent; but the approximate evenness of merit secured by an equable distribution of the funds insures more uniform satisfaction and minimizes the chances of disappointment. The point seems simple enough, but it still needs to be emphasized for the instruction of managers and people elsewhere, if not in Worcester.

The condition of musical art in America, forty or fifty years ago, was reflected in the first Worcester festival; and that institution kept step with the progress of the times as best it could. For fifteen years it was a convention in fact as well as in name. Its aims were necessarily modest, and the materials crude. In the early years, chorus and orchestra, and often soloists as well, were volunteers, and the rustic element was predominant. There was not even an organ for accompaniments till 1864, when a committee of citizens raised a fund of $9,258 by popular subscription and presented the Mechanics Association with an instrument that was then the largest in the country except that in Boston Music Hall. This was a notable achievement in a city of 30,000 population, at the close of a long and ruinous war. It may be added that the festival was very fortunate in having a home architecturally so dignified and acoustically so satisfactory as Mechanics Hall.

Materials for writing the early history of the festival are meagre; but it appears that at the first convention, in 1858, there was only one formal concert. The programme consisted of a cantata, "The Burning Ship," composed by the conductor, Mr. Baker; selections from a hymn book compiled by Mr. Hamilton, the other conductor; and choruses from "The Messiah" and "The Creation." Whenever the supply of amateur cantatas ran dry, there was always the church psalmody to fall back upon. In 1860 there were two formal concerts, and in 1866, the year of Mr. Zerrahn's arrival, there were four, three being of miscellaneous character and the fourth an oratorio. The scheme had broadened, and the price of singers' tickets was raised to $1, while "visitors" were charged $1.50. In 1871 the price of chorus tickets was advanced to $1.50, at which figure it has since remained, while the price of concert tickets has risen to $5 and $7.50, plus a premium, which has often run as high as $18.

As the old conventions were in session forenoon, afternoon and evening for four or five days, there was ample time for the much advertised discussion; but rehearsals for the public concerts were not neglected. At the close of the afternoon session there was a "social hour," an improvised concert (subsequently dignified with the name of "matinee"), when "contributions of vocal and instrumental music were expected and solicited from members, and also from solo artists," as the announcement read. While one singer was doing her turn upon the stage, the managers were industriously hunting the hall for the next candidate; and tradition says that it was sometimes hard to keep the melodic progression going—for amateurs were no less coquettish and fickle fifty years

ago than now. One by one the social hours expanded into formal concerts, which once were golden opportunities for local aspirants and for *débutantes* from abroad; but in 1892 the last or the cheaper order of concerts passed away, greatly to the relief of the managers and the increasing dignity of the festival. Nowadays, the afternoon concerts are all built upon the symphony plan and are as important artistically as any. Thursday afternoon is by custom reserved for the violin virtuoso, while on Friday afternoon the piano soloist has her turn, the remainder of the time on both occasions being given to the orchestra and one vocal soloist. These two are among the most profitable concerts of the week.

The chorus is the mainstay of the festival, the cause of its existence; and the credit of moulding it belongs first of all to Mr. Zerrahn, who served as conductor and drill master for thirty-two years, coming here in 1866 and resigning after the festival of 1897. During eleven years he was the sole conductor, but previous to 1897 he had direction of only oratorios and similar works, while the church music, glees and smaller choruses were intrusted to such men as W. O. Perkins, George F. Root, L. H. Southard, L. O. Emerson and Dudley Buck, some of the most prominent leaders of the times, or to responsible musicians of local repute as Solon Wilder, C. C. Stearns, C. P. Morrison and B. D. Allen. From 1889 to 1891 Victor Herbert served as associate conductor, taking the orchestral music and accompaniments as his share of the burden. Since then Franz Kneisel has been the associate, and the forceful skill with which he has discharged the duties of conductor and concert master has materially enhanced the fame of one of the most accomplished musicians in the country.

The big, eager but untried choir had had some practice with Handel's intricate and imposing choruses before Mr. Zerrahn came, but no small part of his reputation was due to the improvement here achieved. It was a turning point in local history when a permanent conductor was employed and expert advice taken in planning and executing the musical scheme. Truth to say, Mr. Zerrahn had raw material to work with, for this was a county organization and the city was small, so that there was more than a sufficiency of rural songsters. In the beginning there were no rehearsals outside of festival week, and subsequently only five outside, for the double reason that the managers could not afford to pay the conductor, and a majority of the five hundred chorus singers could not attend because they lived out of town. In course of time attendance upon weekly and even semi-weekly rehearsals was made compulsory during the winter, spring and fall. No small degree of courage was required to make and enforce this rule, for seventy-five per cent. of the singers resided in the neighboring towns, and the new rule meant their virtual expulsion. The managers, however, realized that progress was impossible without rehearsals, and they carried out the vital reform. Then it was that the 375 country members showed their grit and refused to be legislated out of the chorus. Combining by towns or districts, for fifteen and even twenty miles around, they hired special conveyances to take them to the rehearsals in Worcester and back the same night. For several seasons they persevered in this energetic course; but one by one they dropped away, so that nowadays, in a chorus of rather less than four hundred voices, the suburban element is almost nil. For many years there were more than five hundred voices all told, but the present number is as large as can be safely handled; indeed, if there was a greater abundance of experienced singers, a chorus of three hundred would no doubt be more flexible and more effective; but it may be questioned whether, under the circumstances, a reduction would be judicious, especially as the personal influence of the singers counts for something as a stimulus to public interest.

The first attempts at oratorio may not seem ambitious to us now, but in their time they were of much consequence. The year before Mr. Zerrahn came, "The Creation" was sung, with organ and such other accompaniment as could be improvised; and then the new conduc-

tor signalized his arrival by giving "Judas Maccabæus," with the Mendelssohn Quintet Club, reinforced by a double bass, in lieu of orchestra. The same oratorio was repeated the following year, with an orchestra of ten pieces, and in 1868 the official bulletin announced the first complete performance of an oratorio. "The Creation" was the work chosen; and the "full orchestra" numbered about eighteen players from Boston. This was a notable year for progress, for Rossini's "Stabat Mater" was also on the bill, and the same week witnessed the first serious orchestral concert. For years afterwards the Friday matinee was known as the "symphony concert," just as Friday evening came to be called "oratorio night"; and in time there were three such nights. Thursday evening, which was first officially recognized in 1871 as "artists' night," was until 1900 the money maker, the show time of *prime donne* and evening gowns; but it has been shorn of its most objectionable features as a social function and musical revel, and the programmes nowadays seldom provoke criticism. The lighter music has afforded a not unwelcome diversion to break the continuous strain of the week—at least for all save the overworked orchestra.

That year, however, the one miscellaneous concert was deferred till Friday night, and the last oratorio set forward to Thursday night, this being the plan at the present time.

The programme of the first symphony concert was mild and somewhat overburdened with soloists, but quite up to the contemporary standard. The orchestral numbers were Von Weber's "Preciosa" overture, a Haydn symphony and a fantasie by Conradi, designed to display the individual instruments. Ever afterwards the festival orchestra was of respectable dimensions for the times, beginning in 1869 with twenty-four pieces and increasing to sixty or sixty-five in recent years. The Boston Orchestral Union, generally led by Carl Eichler, served from 1868 to 1873, when the Germania took its turn and continued till 1887, when a majority of the players were from the Boston Symphony Orchestra, and afterwards that organization was virtually engaged as such. It seemed a daring experiment, in 1868, when the orchestra came Thursday night and played at three concerts, for not till 1882 did it become a daily, or rather thrice-daily fixture, beginning Monday morning and closing its work Friday night. The organization so munificently founded by Mr. Higginson was scarcely less a boon to Worcester than to Boston, for, next to compulsory course rehearsals, it contributed more to the expansion of the festival scheme than any other single force, both by influencing public taste and by making available much music, choral as well as instrumental, that hitherto could not be attempted with assurance. More frequent orchestral rehearsals are needed than are now allowed after the long summer vacation; but these will come in time.

Where only five concerts are to be had, it would be manifestly absurd to compare the Worcester repertoire with what Boston or New York hears in a twelvemonth; and yet the list of works given within the past twenty-seven years indicates a broad scope and a commendable progressiveness. Only since 1878 has the number of rehearsals warranted undertaking two works requiring an entire evening for the performance of each, and in that year Handel's "L'Allegro ed il Pensieroso" and Mendelssohn's "Elijah" were sung. In 1881 three such works, Verdi's "Manzoni Requiem," Haydn's "Creation" and the "Elijah," were given; and since 1884 the three-oratorio scheme has prevailed. Not only have the most important classic and standard modern compositions, orchestral and choral, been performed, but American composers have been by no means neglected. Within the past fifteen years nearly fifty compositions, representing twenty-five American composers, have been heard in Worcester, so that the annual average is more than three for the period.

First American performances of European works include Dr. Bridges' "Repentance of Nineveh" and Saint-Saens' "Nineteenth Psalm," and in

several instances Worcester has heard new European music in advance of either Boston or New York.

One of the bygone festival features that could hardly be revived, even if it were desired, was the frequent appearance of singing and instrumental clubs. Among the best known were the Boston Philharmonic Club, led by Bernhard Listemann, the Mendelssohn Quintet Club and the Eichberg String Quartet of young ladies. Among the singing clubs were the English Glee Club of New York, headed by Henrietta Beebe; the Temple Quartet of Boston, the Schubert Quartet, the Swedish Ladies' Quartet, the Schubert Concert Company of fifteen voices, the Weber Male Quartet and the Uterpe (ladies') Quartet. The Orpheus Club of Springfield, led by the late George W. Sumner, was once on the bill, and the local German and Swedish singing societies, and even a surpliced choir, found places in the programmes. At the present day it would probably be impossible to match these old singing clubs with a similar number of equally accomplished organizations, for the public demand for their music has declined; and in any event there could hardly be place for them in the modern festival.

The festival benefited greatly by the long administration of Mr. Zerrahn, for he was a conductor to inspire the inexperienced with the confidence which they most of all needed, and the continued association of leader and chorus begat perfect understanding and eager co-operation. Mr. Zerrahn had good command of the orchestra and a happy faculty of unostentatiously forcing the chorus to its best endeavors. He gave less heed to detail than others might have given, but excelled in generalship that skilfully piloted soloists, orchestra and chorus over rough places and averted disaster, however sudden and threatening the emergency. The baton which Mr. Zerrahn laid down in 1897 was taken up by Mr. George W. Chadwick of Boston, who brought to his new office the enthusiasm of youth, the prestige of success with smaller choruses, and a distinguished reputation as a composer. In 1901, he was succeeded by Mr. Wallace Goodrich, and the work of the chorus under his direction has been such as to win praise from critics.

There has been some advantage also in the fact that the business management has for many years rested in substantially the same hands. Reform and reorganization have been obligatory, from time to time, and different individual influences have successively come to the front; but the personnel of the board of government has remained remarkably constant, and the accumulated store of business experience has its value in this enterprise as in others. Alexander C. Munroe, who served for twenty-eight years as chief executive, first as secretary and subsequently as president, was a vice-president of the original organization formed in 1863, and had been with the old convention almost from the beginning. President Charles M. Bent, who took command of the festival in 1896, was one of the incorporators in 1879, as also was Daniel Downey, formerly vice-president. Luther M. Lovell, the librarian, has been identified with the enterprise for many years. The newer element is represented by Paul B. Morgan, president; George R. Bliss, the treasurer; Arthur J. Bassett, J. Vernon Butler, Edward L. Sumner, Charles I. Rice, Samuel E. Winslow, Rufus B. Fowler, G. Arthur Smith, W. H. Cook, Dr. Albert C. Getchell, Irving Swan Brown and Harry R. Sinclair, who may stand for the best local musical intelligence, professional or otherwise, and for important business interests. Since 1863, the association has had eight presidents, the Hon. William R. Hill of Sutton and the Hon. Edward L. Davis of Worcester serving in the interval between the administrations of Mr. Staples and Mr. Munroe. In later years the presidents have been Mr. Charles M. Bent, Col. Samuel E. Winslow and Mr. Paul B. Morgan.

There are few prominent American singers who have not been heard at the Worcester festival, and a list of the soloists would make a directory of the musical *élite* of the United States for the past forty years. Imported artists were not always so numerous and available as they are now; but the Worcester

catalogue contains an honorable representation of them—and many were engaged for two seasons or more. A perusal of the old programmes awakes pleasing memories, for among the singers were Charles R. Adams, Max Alvary, Mme. Anna Bishop, David Bispham, P. Brignoli, Giuseppe Campanari, Italo Campanini, Annie Louise Cary, William Courtney, Zelie de Lussan, G. del Puente, Clementine de Vere, Clara Doria, Emil Fischer, Ffrangcon Davies, Mme. Gadski, Antonio Galassi, Marguerite Hall, Minnie Hauk, Max Heinrich, Mr. and Mrs. Henschel, Emma Juch, Clara Louise Kellogg, William Ludwig, Joseph Maas, Mme. Fursch-Madi, Mme. Melba, Mme. Nordica, Mme. Pappenheim, Adelaide and Mathilde Phillips, Laura Schirmir, Anton Schott, Mme. Sembrick, G. Tagliapietra and Zelie Trebelli. Two other singers the memory of whose achievements is still cherished by the older generation of festival goers are Dr. Charles A. Guilmette of Boston, who seems to have been a basso of much dramatic force, and Mrs. A. C. Munroe, a local contralto, esteemed both for the quality and compass of her voice and for her native musical instincts. The instrumentalists were of similarly high standing; for many of the great artists of the half century have appeared at the festivals.

The names of prominent artists whose names appear on programmes since 1900 are: Mme. Ernestine Schumann-Heink, Mme. Suzanne Adams, Mme. Marie Zimmerman, Ellison Van Hoose, Stephen Townsend, Alberto Villasnor (pianist), Julian Walker, Olga Samaroff (pianist), Corinne Rider-Kelsey, Charlotte Maconda, Frederic Martin, Ossip Gabrilowitsch (pianist), Mme. Louise Homer, Edward Johnson, Mme. Inez Jolivet (violinist), Mrs. Shanna Cumming, Mrs. Mary Hissem De Moss, Emilio De Gogorza, Harold Bauer (pianist), Daniel Beddoe, Bertha Cushing Child, Evan Williams and George Hamlin. Worcester singers who have been placed in the Festival in recent years are: George Leon Moore, tenor; Harrison W. Bennett, bass; Mrs. Inez Buss Knowles, soprano; Paul C. W. Dufault, tenor.

Some of the prominent works, choral and instrumental, given since 1900 include the closing scene from Wagner's "Parsifal," in 1902; Johannes Brahms' "Song of Destiny," in 1906; MacDowell's tone poem, "Lancelot and Elaine," in 1900, and "The Beautiful Alda," "The Saracens," and fragments from the "Song of Roland," in 1906; Cesar Franck's "The Beatitudes," in 1900 and 1901; Elgar's "The Dream of Gerontius," in 1904; Frederic S. Converse's Romance for orchestra, "The Festival of Pan," in 1902; George W. Chadwick's "The Birth of Venus," in 1901 and 1902; Symphonic sketch, "Noel," in 1903, and Symphonic poem, "Cleopatra," in 1905; Bach's "Christmas" Oratorio, parts 1 and 2, in 1902.

The record of the festivals has been one of constant enlargement and progress, according to such light as the managers have enjoyed. Whatever else may be said of their policy, there was never a backward step; and if the managers have been sometimes thought needlessly conservative, they have also been charged with "singing over the heads of the people." In a community of 400,000 population, two-thirds of which resides in country towns and villages, it might well be thought rash to follow closely the advanced ideals of musical performance; for even in the metropolis, with all the backing of wealth, fashion and the elegant leisure of a dilettante class, it is not always safe to ignore the box office and trust the people to support art for art's sake, whether they understand it all or not. What is a delight to the experts may be only a weariness and a stumbling-block to the uninstructed; and hence rigorous education must often be tempered with light amusement. Nevertheless, it does not yet appear that the most ambitious position assumed by the festival is a losing game.

MR. EDWARD DAVIS THAYER.

MR. EDWARD DAVIS THAYER died early in the morning of Wednesday, July 17, and Worcester lost one of the brightest and most successful of its younger business men. Fair-minded and honest, keen and alert, a delightful social companion, is the comment universally made by a wide circle of intimate friends, who were deeply grieved by his death, following an operation from appendicitis, in the midst of a business career that attracted the envy of his manufacturing associates.

Mr. Thayer, in consequence of the magnitude and marked success of his business operations and because of his fine and unblemished life, held high place in the estimation of the people of Worcester as well as among the business leaders of all this region.

During his sickness, too, those who knew him best and who, from daily and long observation, had had the largest opportunity to know the man, those who had worked for him for years, or during their entire life, gave constant expression of their estimate of Mr. Thayer in warmest tributes. He was not a man of many words, but his acts always commanded the respect and the approval of all, as not only wise, but just. Mr. Thayer, who was the most prominent woolen manufacturer in the East and probably the largest individual woolen manufacturer in the United States, was born in Worcester, June 24, 1856. He was the second child of Mr. and Mrs. Edward Davis Thayer. He was fitted at the Worcester High School for the Lawrence Scientific School of Harvard University, which he entered at the age of sixteen years and before graduating from the high school. When at the scientific school Mr. Thayer was one of the leading students in mathematics, and was graduated when twenty years old with the highest honors in the class of '76, with the degree of C. E.

In addition to proficiency in his mathematical studies, Mr. Thayer excelled as an athlete and was one of the strongest men physically in the university. He was especially good as an oarsman and was a member of the 'varsity eight of 1876 and a substitute in the crew of 1875. Although the youngest man in the eight he was one of the strongest.

In other sports he was also prominent, and made a good record as a long-distance runner. If he could have been spared from the eight he would undoubtedly have made a good showing as an all-round athlete.

After his graduation Mr. Thayer made a tour of Europe and visited many of the leading cities of the continent, taking many walking trips. On his return from Europe he entered business, coming to the conclusion he would become a manufacturer. Here his great physical strength was a help to him, for, from his first entrance into the manufacturing world, he bore the hardest kind of work without a sign of fatigue or worry.

He first went into a mill belonging to his father, in Webster, to learn the business, and while there mastered all the details. When twenty-four years old, he leased the Tatnuck woolen mill from his father and made his first business venture. Here he was at once successful, and later leased the Hunt mill in Cherry Valley and then bought the Ashworth & Jones mill, which he enlarged from time to time.

By this time Mr. Thayer was recognized as a successful woolen manufacturer. He took over the Adriatic mills property and organized the Worcester Woolen Mills Company, becoming president and a heavy stockholder.

Shortly after this he added the Harding mill at East Dedham to his properties, buying the twenty-set plant from Edgar Harding of the firm of Harding & Whitman. This property is on the Charles River and is one of the oldest

mill sites in the country, controlling a large part of the flow of the Charles River, and is known as the Merchants' Mill.

Mr. Thayer was one of the partners of the Crompton-Thayer Loom Company, now controlled by the Crompton & Knowles Loom Works, and soon after becoming a partner in the loom manufacturing company he invented a shuttle change motion which was such an improvement on fancy looms that a weaver was able to run four broad looms where before the adoption of the improvement he was able to run but two. For nearly two years 200 of these looms have been in operation in his mills and are giving satisfactory results. The Crompton-Thayer Loom Company was sold early in 1907 to the Crompton & Knowles Loom Works.

In East Dedham he also organized the Merchants Bleachery & Dye Works, which is a successful enterprise. He was interested in many other manufacturing establishments as an investor, but not as an active director.

Mr. Thayer was a director in City National Bank, previous to its absorption by the Worcester Trust Company, of which he was a director. He was also a trustee of the Worcester County Institution for Savings.

A manufacturing life, which had begun when he was twenty-four, was crowned with success, and before he was forty he had become one of the largest individual manufacturers of woolen goods in the United States.

Mr. Thayer brought to his business a mind that worked with mathematical precision. He had a way of getting at once at the kernel of any proposition presented to him, and seemed to grasp the vital point by intuition. Once his mind decided on a matter, details were of trivial importance to him. He went ahead and always acted with remarkably good judgment and foresight.

Mr. Thayer was a Republican, but was never active in politics, and never held a political office. He belonged to no fraternal organizations, and was a believer in the Unitarian faith, although a member of no church.

Mr. Thayer was a member of the Worcester Club, Tatnuck Country Club, Quinsigamond Boat Club, Eastern Yacht Club of Marblehead and the Brookline Country Club.

After leaving college Mr. Thayer did not lose his love of sport and outdoor life and for the water. For many years he either owned or chartered a steam yacht and enjoyed sailing along the coast during the summer.

He was a great lover of nature in the broad sense, and recently bought between 200 to 300 acres of land in Holden, overlooking the reservoir, on one shoulder of Asnebumskit, adjoining the land owned by the late Senator Hoar. This tract he considered one of the most beautiful spots in the world, and he built a cottage there for occasional use on a point commanding a superb view of Wachusett and the intervening country. He kept this for pure love of nature, and nothing seemed to please him more than an occasional trip to the cottage.

He also owned a large country place in the Oak Hill district in Newton, which he bought several years ago from the estate of the late Colonel Levi C. Wade, president of the Mexican Central Railroad. His residence in Worcester was on Elm Street, and was purchased from the trustees of Clark University. It was formerly the home of the late Jonas Clark, founder of the University.

In disposition, Mr. Thayer was a lovable man and made friends with all with whom he came in contact. He was temperate in habit and a great lover of his home. With his employees, about 1000 in number, he was popular, and all speak of him with kindness and regard. There were seldom any labor troubles in his mills. Many of the men who worked for him at the time of his death had been in his employ since the time he began manufacturing.

Mr. Thayer married Miss Florence Scofield, daughter of James M. and Matilda (Hoche) Scofield, July 10, 1884, and they had one son, Scofield, born December 12, 1889.

Beside his family he is survived by a sister, Ellen, the wife of Samuel H. Clary, treasurer of the Worcester Trust

Company, and two brothers, Albert S. Thayer of Flushing, N. Y., a practicing lawyer in New York City, and Ernest L. Thayer of Worcester. Both brothers are at present in Europe.

The funeral took place Friday, July 19, from the home of his mother-in-law, Mrs. Matilda N. Scofield, 973 Main Street, at 4 o'clock. Rev. Calvin Stebbins of Framingham, formerly of Church of the Unity, Worcester, officiated at the services. Music was by the Schumann Quartet. There was a large attendance of business men and associates, including representatives from New York and Boston woolen manufacturers and commission houses.

Charles M. Thayer directed the funeral and Richard Ward Greene was in charge of the floral arrangements.

The honorary bearers were Hon. Edwin N. Dodd, Boston; Alfred T. Valentine, New York; Adams Claflin, Newton; Hon. Charles G. Washburn, Charles F. Aldrich, Dr. Arthur G. Webster of Clark University; John Legg, superintendent of the Worcester Woolen Mills Company, and Dr. Samuel B. Woodward.

The ushers were John C. Dewey, Harry W. Smith, George Crompton, Randolph Crompton, Chester S. Barton, George F. Blake and Dr. Homer Gage.

Burial was in Rural Cemetery.

REVIEW OF THE MONTH.

July 4 was observed in Worcester in as quiet a manner as any Independence Day in its history. The usual noise and racket which opens up the day was not so much in evidence, and the programme which followed was less strenuous than in other years. The hospital record shows forty-five cases of accident, none of which were particularly serious, and the Fire Department responded to ten bell and nine still alarms, the largest single fire loss being $500. There was the regulation firing of salutes and the ringing of bells at the usual time, and the usual number of open houses by clubs and societies. The sporting events included a motor cycle club run to Waltham, the field day of the Bon Ami Club, Speedway Club matinee races, Greendale track, at which Mrs. Willard Taylor established a club record by driving her husband's horse, Peeler Patron, a half mile in 2.04½, said to be the fastest half mile ever driven in this country by a woman in competition; field sports by the Ancient Order of Hibernians at Worcester Oval, and a ball game at Boulevard Park between Worcester and Brockton teams of the New England League. There were picnics in all the public parks where they were permitted and in the various groves usually frequented for such entertainments.

Ebenezer Seaver, 90 years old, died at Odd Fellows' Home, July 2, from a gradual health decline. He is said to be one of the oldest Odd Fellows' in Massachusetts, becoming identified with Siloam Lodge in Boston, June 29, 1843, that being the second oldest lodge in the country. Of that lodge he was the oldest member and had filled all the chairs, being its Noble Grand a little over a year after being received into membership. It is said that he had attended every meeting of his lodge for forty consecutive years, and was one of the most devoted members of the order in the country. Mr. Seaver was born in Boston, February 2, 1817. His ancestors settled about eighteen years after the Pilgrims arrived in Massachusetts Bay. Tremont Street was the place of his birth and Boston schools afforded him his early education. He practiced dentistry in Boston until he was 50 years old and then lived for a term of years in Malden. He entered Odd Fellows'

Home, Worcester, about three and one-half years ago.

His grandfather was prominent in the councils of King George, and under his authority was County Treasurer when Boston was in comparative infancy. Through his ancestors Mr. Seaver has the right of burial in the burying ground of King's Chapel, Boston, a vault having been reserved for him there.

Before death he stated that he was the only known living person who had this right, but he should not insist upon burial there.

Calvin Miller, 32 Westland Street, died at his home June 30, aged 70 years and 3 months. He had been retired from business for a number of years, and had done much in the way of building up the street on which he lived.

Mr. Miller was descended from the Miller-Whitney families of Winchendon. His father was John Cutting and his mother Tabitha (Whitney) Miller. His boyhood days were spent in Westminster, and he was educated in the public schools and academy of that place. He entered the employment of Franklin Wyman, when twenty-one years old, as clerk in a general store, and lived in the family of Mr. Wyman for four years. He then went in business for himself in Templeton. He accepted a position with the firm of A. T. Stewart, New York, in the early '60's, but eventually went to Milwaukee, and became interested in a wholesale business there. Returning East, he accepted a position as bookkeeper with S. K. Paine, a chair manufacturer, of Boston. He remained there five years, after which he removed to Athol and established the firm of Cardany & Miller, manufacturers and finishers of furniture. He was also the pioneer coal dealer of Athol and disposing of his interests in that business fourteen years ago, came to Worcester and bought a tract of land now on the east side of Westland Street. He owned much real estate, and has had much to do with the development of Worcester and Athol. He married Amelia A. Alger of Winchendon thirty-seven years ago last February, who, with two sons, Morton M. and Allan B. Miller of this city; a brother, David W. Miller, Gardner; a sister, Mrs. Sarah Marshall, Leominster, survive him.

At the meeting of the Worcester School Committee, July 2, a communication was read from the State Board of Civil Service Commissioners informing the committee that the School Department's chief clerk, Joseph Beals, was illegally employed, according to the rules of the commission. Warren P. Dudley, secretary of the board, wrote the committee that he had found upon investigation of the pay-roll of the School Department that Joseph Beals was being employed as a clerk and that E. J. Goodwin was being employed as an inspector. The commission ruled that these positions are within the classified civil service. As Mr. Dudley could not find any authority for their appointment, he asked the committee for its authority. The matter has been referred to the committee on rules of the School Committee to ascertain the legal status of these two employees of the city's School Department. The Civil Service Board claims that there does not appear to be any specific exemption from the Civil Service classification of the positions of clerk and inspector under the School Committee of Worcester, under the sections of law under which the committee works.

Secretary of War William H. Taft was a visitor in Worcester on July 3 and 4. He came on the evening of July 3, and went to Millbury, where he passed the night and a part of the following day with his mother, Mrs. Louisa M. Taft, whose residence is in that town. It has been a custom of Secretary Taft to return to Millbury every year, and July 4 usually is his annual visit. On the morning of the 4th, he entertained a party of politicians from New Hampshire and in the afternoon returned to Worcester, where he took a train for Boston, and went to Manchester-by-the-Sea, from which place he went to Canada for a month's vacation.

While playing with a rifle on the afternoon of July 3, Albert Anderson, 7-year old son of Mr. and Mrs. Olfa Anderson in Paxton, near the Holden line, was shot by his elder brother, Fred Anderson, 10 years old, and died on the morning of July 4. The brothers were playing in the woods on the shore of a small pond and the shooting was entirely accidental. An investigation by the medical examiner resulted in the authorities deciding to take no further action in the matter.

Frank R. Hayden, grand recorder of Knights of Malta, high in the councils of Knights of Pythias and prominent in other fraternal organizations, died at his home on Green Lane, on the night of July 14, after a long illness.

Mr. Hayden was born in Temple, N. H., September 4, 1836. He was a son of Joshua and Sophia Hayden. Mr. Hayden attended the public schools of Temple, subsequently graduated from Milford, N. H., High School, and finished his education at Worcester Academy. Much of his life had been spent in Worcester. For years he was employed as salesman for the Royal Worcester Corset Company.

About thirty-five years ago he established a wholesale jewelry business, which he managed at 5 Pleasant Street.

Mr. Hayden has been long and prominently affiliated with fraternal organizations in Worcester and other places. The first order that he joined was Horace Chase Lodge, A. F. and A. M., Penacook, N. H. He continued progress in the craft of Masonry and had become a thirty-second degree Mason. He was a member of Eureka Chapter, Hiram Council, Worcester County Commandery, K. T.; Worcester Lodge of Perfection, Goddard Council, Princes of Jerusalem, Lawrence Chapter of Rose Croix, and a member of Stella Chapter, O. E. S.

Mr. Hayden was also an Odd Fellow, a charter member of Anchoria Lodge, Worcester, and was of the Grand Lodge of Massachusetts. He was a charter member of Regulus Lodge, K. P., and was Grand Chancellor of the Grand Lodge in 1901; member of George Bancroft Council, O. U. A. M., and its first councilor; retired from the chair of State Councilor of that order in 1903; member of Worcester Council, R. A.; Bay State Commandery, K. of M., and was head of the Robert Stewart Supreme Priory of the Order of the Grand Cross formed in connection with the K. of M.; member of Crescent Senate, Essenic Order, its past Excellent Senator, a member of the Grand Senate and a Trustee; Grand Recorder of the Knights of Malta.

He was for several years successively elected Supreme Prelate of Regulus Lodge K. of P., not caring to go through the chairs. Among the last fraternal offices he held were those of Supreme Prelate, and Grand Trustee of the Grand Lodge, K. of P., and Grand Trustee of the Grand Commandery, K. of M. Mr. Hayden has also held the office of Commissary-general on the staff of the Major-general of the Loyal Legion, the Uniform Rank of the O. U. A. M., and was given the rank of Brigadier-general.

The City Council of July 15 adopted an order placing upon the pension roll James W. Moore of Hose 1, of the Worcester Fire Department, the sum to be paid him yearly being $250. Mr. Moore was injured at the Union Station fire, January 21, by being knocked from a ladder to the granolithic pavement by a hose pipe, which he was holding when the water was sent through it. He was totally disabled and the pension voted him is the first ever granted a Worcester fireman. It is under the referendum vote of two years ago, giving cities the right to pension its fire department members.

Horace M. Waite, the oldest hardware dealer in Worcester and member of the Worcester Board of Trade, died suddenly at his home on Trowbridge Road, July 18. His age was 66 years and 8 months.

For over forty years, Mr. Waite had been connected with the hardware business in Worcester, and for a quarter of a century had been in business in his own name at 189 Front Street. He was

born in Wrentham, October 19, 1840, the son of John and Lucy Waite. At an early age he removed with his parents to Palmer, where he lived until a young man. Mr. Waite enlisted in the United States Navy, serving through the early part of the Civil War. In 1863 he came to Worcester and became a clerk for C. Foster & Company, hardware dealers at the corner of Pearl and Main Streets, now the Duncan & Goodell Company. Mr. Waite remained with the firm for about nine years, when he formed a partnership with John H. Buffington and engaged in the hardware business at Franklin Square under the firm name of Buffington & Waite. Two years later, C. Foster & Company bought out this new company and Mr. Waite returned to the old store as a member of the firm of C. Foster & Company, remaining there six years. Previous to the change of name to the Dunan & Goodell Company, Mr. Waite engaged in business for himself on Front Street.

Albert Franklin Gates, prominent in business and Masonry, died at his home on Plantation Street, on the night of July 20, from apoplexy, aged 61 years and 9 months. He was born in Worcester, in the house in which he died, September 29, 1845. He was the son of Samuel and Maria M. Gates of Princeton. He attended the public schools until seventeen years of age, when he entered the employ of Whittemore Bros., dealers in provisions. After the death of his father he left the firm to look after the farm and followed the business of meat dealer, which his father had purchased of Prentice & Bartlett. He later was in business under the firm name of Houghton, Brigham & Gates, a firm which prospered until the competition of western beef in the local market became too great. When the business was re-adjusted to modern conditions, he became Worcester agent of Armour & Company, and built the building on Shrewsbury Street, which is now occupied as the Worcester distributing point for the western house. He retired from business in 1897.

Politically he was Republican, and represented Ward 3 in the Board of Aldermen from 1890 to 1895, and was President of the Board in 1893, when Hon. Francis A. Harrington was Mayor.

In church life he was a Congregationalist, and was an active member of the Old Salem Street Church. In fraternities, few, if any, Worcester men were of greater repute than Mr. Gates. He was a member of Montacute Lodge of Masons, from which he went successively into the affiliated bodies of the York and Scottish rite branches, being a member of Worcester County Commandery, Knights Templars, and the Massachusetts Consistory, thirty-second degree. He had conferred upon him several years ago the honorary thirty-third degree, being one of four living members of the order upon whom this honor has been conferred. He was also a member of Aleppo Temple, Order of the Mystic Shrine.

His wife was Emma C., daughter of Josiah B. Stratton of Holden. Their children were Samuel Franklin, born August 13, 1871, now with International Paper Company, New York; Rena, born August 8, 1878, who was graduated from Worcester C. H. S., Class of '92.

One of the walls of the Walker building on Water Street, occupied by the Hamblin & Russell Manufacturing Company, collapsed on the afternoon of July 13, burying two workmen, both of whom were extricated in time to save their lives. The falling wall was three stories in height and fifty feet in width. The cause of the collapse was "dead" cement, which crumbled by some heavy jar.

William Lindsay, 17 years old, of Millbury, July 11, while climbing up the inside of a new steel and cement-constructed chimney at the south works of the American Steel & Wire Co., became dizzy at the height in the vicinity of 100 feet, lost his hold and fell to the ground, being instantly killed. Two companions who attempted to climb with him were injured by being struck by the falling body and losing their hold.

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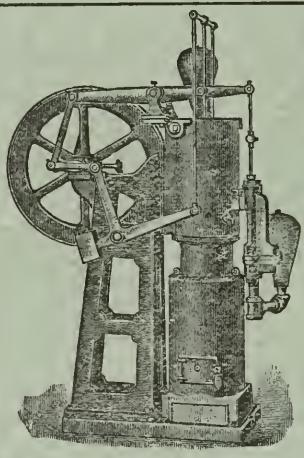

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SENATOR HOAR MEMORIAL STATUE

The Worcester Magazine.

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This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

Memorial Belongs at Court House

The Magazine this month publishes a half-tone reproduction of the George F. Hoar memorial, made from the photograph taken of the cast from the design of Daniel Chester French, the sculptor. At the time the photograph was made it was fully expected the location of the memorial would be on the plaza in front of City Hall, near the spot where the Declaration of Independence was read in New England for the first time. Since this selection was made a public sentiment has been created against the site for the memorial. The City Council has by order made it impossible to place a statue on the plaza. Considerable talk has been made concerning Franklin Square as a site for the Hoar memorial. This means taking the Flatiron building for either street or park purposes and creating a small park in front of the Federal building in which the memorial would be placed. This would mean an expense of upward of $100,000, which does not seem called for at this time. If the Flatiron building, so-called, were to be removed, it should be for street purposes, as this section of the city is growing rapidly as a business centre. It seems entirely inappropriate to place on any plot of ground at the junction of two or more streets the statue of a man in a sitting position. It would look quite out of place to see the statue of Sen. Hoar sitting in a chair where two streets meet. Such plots of ground, as it is desired to make of the Flatiron building site, are used, if at all, for statues of a person standing or mounted, in heroic sizes. The absurdity of placing the statue of a sitting figure at the junction of streets is illustrated by that of Horace Greeley, at the junction of Broadway and 6th Avenue, in New York City. It suggests to the stranger that Mr. Greeley was sitting there waiting for an elevated train, so inappropriate does it strike one.

As a matter of sentiment the memorial to Senator Hoar should be at or near the Court House—not on the granite pedestals on either side of General Devens, but in the green at the south end of the Court House, and between it and the church.. This is an ideal place for such a statue. Senator Hoar was a lawyer. His associations were with lawyers and were he in life, with opportunity to express an opinion as to where a memorial of him should be placed, he would naturally desire that it be where those with whom he had

associated during his life-time mingled —with lawyers and where lawyers congregate. Senator Hoar never was conspicuously identified with Worcester's municipal life. There is no sufficient reason why the memorial should be near City Hall, except that it is the desire of the city to erect statues of its favorite sons around its municipal building. There is no reason whatever for placing the memorial at Franklin Square. There is every reason for placing it near the Court House. As a matter of sentiment it belongs there. Senator Hoar once said that he had represented nearly every town in Worcester County in a legal way—another reason from a sentimental standpoint in favor of the Court House site. The county commissioners would gladly, undoubtedly, give a plot of ground for the use of memorial statue purposes. The only objection to the Court House site is that there is already a statue there and it would be monopolizing that end of the city for statue purposes. It will be remembered that there was a movement to have the Devens statue in front of the armory, he being a military man, and the statue being that of a military man on horseback. The first thought was that the armory would be an ideal site, but after mature deliberation it was argued that General Devens was a lawyer, had been a judge of the Supreme Court and had been high in the legal profession and for this reason it should go near the Court House, but the strongest reason for locating it where it now is, was that it was a memorial to a jurist-soldier and every town contributed its share to the expense of the statue. With the exception of the years Senator Hoar represented Worcester and the Worcester district in the hall of representatives and United States Senate, he was engaged in the practice of law. It would be as unwise to erect a statue of some prominent Worcester banking man in a plot at Newton Square, simply because there is a plot there, as it would be to place the Hoar memorial at Franklin Square. It rightly belongs, from a sentimental standpoint, at the Court House.

Worcester Needs Subsidized Ships

When Hon. Leslie M. Shaw spoke at the Board of Trade banquet in May, he referred to the future control of the Pacific Ocean, and dwelt at length upon the needs of legislation in favor of the merchant marine. In connection with this subject the Merchant Marine League of the United States has sent out a circular to commercial organizations calling attention to the proposed action of the navy department in preparing for a "practice cruise" of the battleship fleet now on the Atlantic coast to the Pacific Ocean. There are sixteen huge armorclads in this fleet, a force greater than the entire navy of Japan. This means, if it means anything at all, the military mastery of the Pacific Ocean. Worcester, as a manufacturing city, is far more interested in the commercial mastery. Six months ago there were fifteen American merchant steamships running from the western ports in trans-Pacific service to Australasia and the Orient. Since Congress adjourned, without enacting the Ocean mail bill, which President Roosevelt earnestly recommended, one of these American steamships has been lost, six others have been withdrawn and two more are to be withdrawn. In six months therefore the American merchant fleet in Pacific commerce has shrunk from fifteen to eight, and when Congress re-assembles in December, it is likely that there will be but six left. When the great armored fleet goes around Cape Horn, the world will see the spectacle of sixteen battleships guarding six merchant steamships in trans-Pacific commerce. The Japanese are not afraid of the word "subsidy." They subsidize their ship yards to help them build ships. They pay to three steamers running from Yokohama to Puget Sound $330,000 a year. The British Government pays to three British steamers running from British Columbia to Japan and China $291,000 a year. The great and rich United States Government a year ago was paying seven American steamships from Puget Sound to Japan, China and the Philippines $12,000 to $15,000 a year. The owners of these American ships say that they cannot

possibly run their steamers without some national aid. Congress refused. The Pacific trade is being controlled by steamers that are subsidized by the government whose flag they fly. Japan is doing the business which our ships did. Subsidy has wiped our merchant ships off the map on the Pacific. As former Secretary Shaw said we are a great manufacturing country, but we are obliged to beg foreign countries to take our goods away in foreign ships.

Credit to Worcester's Swedish Citizens

It is to the credit of the Swedish population of Worcester that the representative of the royal house of Sweden was a visitor to this city. To them also belongs the credit of arranging and successfully carrying out one of the most elaborate and democratic receptions ever tendered representative of royalty. It was fitting and proper that Worcester entertain the grandson of King Oscar II of Sweden, for it is here that the Scandinavian is prominent in industrial and commercial life. Probably no city in the United States has a larger representation of these people than Worcester, and of the city's population there are no better citizens than those who came from Sweden and their descendants.

The welcome to Prince Wilhelm was cordial and he, though a guest, found it possible, courteously, to teach his hosts the lesson that habits of temperance are not alien to royalty. It was learned while here that Prince Wilhelm is not a partaker of intoxicants. It was pleasant to learn also from the Swedish minister, Baron Lagercrantz, that the prince is not at all interested in millionaires, as millionaires, and was not favorably impressed by the silly strife of rival society leaders at Newport to gain prestige by their success in capturing a prince for their elaborate entertainments. It was in Worcester that the real reception from the people was tendered, and it is known that he was deeply impressed by the enthusiasm shown, not only by the people of his own country, but by those of the country of which he is now a guest. It was a democratic reception tendered to the democratic representative of a monarchy.

Business Conditions in Massachusetts

At the meeting of the Merrimac Valley Boards of Trade in Lowell a short time ago, Gov. Curtis Guild, Jr., in a speech on business conditions in Massachusetts said that this was the richest State, except New York. He said that the manufacturing in Massachusetts is not only prosperous but infinitely more prosperous than in the immediate past. The Bay State, measured by the value of products, is still the first agricultural State in New England.

"According to the latest figures," said the Governor, "Massachusetts, except New York, that Mecca of multimillionaires, is per capita the richest State in the Union. Immigrants at least appreciate, if all citizens do not, that Massachusetts is a field for enterprise. A half million was added to our population between 1895 and 1905, in spite of the fact that Massachusetts is with one exception the most densely populated in actual numbers than that shown by any other State, excepting only those huge tracts embraced in the boundaries of New York, Pennsylvania, Illinois and Texas.

"Commerce in long hauls as well as by local transportation of freight and passengers has increased so fast that the subways and their terminals in Boston as well as the great railroad stations built so short a time ago and with an eye to future development, are already utterly inadequate for the swift increase to traffic.

"We need something more than better treatment on freight differentials to secure through shipments of grain and other bulk freight. We need something more, too, than better tariff conditions. It is idle to seek for more shipments of goods over trunk tracks incapable of promptly forwarding and handling even the freight now offererd to-day for shipment.

"The crying evil in Massachusetts is lack of sufficient trackage on trunk lines

to handle through freights and to provide for even more shipments when we do or can get such shipments.

"It may not be generally known to the people of the Commonwealth that in the last ten years, between 1896 and 1906, an addition of only ten miles of a third track character, of only seventeen miles of a fourth track character, have been added to the steam trackage of Massachusetts. Only 217 miles even of sidings of different kinds have been added in ten years. Although the lines are notoriously overwhelmed with traffic in a period of enormous increase of production, the railroads have as yet failed to furnish the trunk lines of track needed to keep pace with this production.

"The Commonwealth has had prepared through the bureau of statistics of labor a directory of industrial opportunities not yet utilized in Massachusetts. Those who are considering the location of industries in Massachusetts can there see at a glance the opportunities still offered not only in water power, but in transportation and raw materials.

"The encouragement by development of water powers or otherwise of the smaller industries, the development of the small shop requiring but a modest investment, but high industrial skill, is worthy of examination.

"These are business questions. They are not political questions. They have been taken up as we took up the reorganization of the bank commission last year without the slightest reference to partisan politics."

To Abate Street Noise Nuisance

The problem of noise and its relation to city life is growing in importance, and it must, from now on, receive more serious attention than has been given it hitherto. We—all the world—have been forging ahead towards the goal of material prosperity so rapidly that the incidental discomforts attending such material advance have been neglected as of minor importance. We are now awaking to the fact that some of these minor points are worthy of, and indeed demand attention. The problem of unnecessary noises in cities is one of the points which now most presses for solution and all cities must sooner or later face it. The awakening realization, in this country, of the fact that much of the noises commonly accepted as the natural portion of city existence, is really quite unnecessary, seems to have led to a curious dodging of the point. Even Mrs. Rice, who has led New York's crusade to suppress unnecessary noises, is now quoted as noting that Paris suffers worse annoyance than her own city, and another, Professor Morton Arendt, declares from London that "if we had a street in New York as noisy as the Strand, we should soon take steps to effect an alteration."

That, in substance, appears to be the stumbling block, not only to the reform of the noise nuisance but to the betterment of countless other annoyances of modern life. Are the streets of a city in bad shape? Those of another city are worse, hence we feel comforted. Is our city poorly lighted? Her streets are brighter than those of our neighbor. So it goes, and the observations of Mrs. Rice and Professor Arendt illustrate the point, though they, probably, would be the last to urge their observations as excuse for inertia in the matter engaging their personal efforts in New York. If a city suffers from too much noise, too little light, too rough pavements, too few parks or from other avoidable ills, the comparative conditions of other cities has no bearing. If Paris and London are too noisy, American cities must set them the best possible example—not merely for the example, but because we owe it to ourselves to make our lives as free from vexation as possible.

County Strikes and Lockouts

In the annual report of the Bureau of Labor and Statistics of Massachusetts, made public July 25, the following information is given concerning Worcester County strikes and lockouts. The data is given in the following order: City or town; class of employers; number involved; time wasted; cause; result; method of settlement.

Spencer—lasters, 150; two days; against proposed price list for new line of shoes; men returned to work; firm agreed not to make new line; by direct negotiation.

Spencer—lasters, 150; one day; for increase in wages, successful; by direct negotiation.

Worcester—carpenters, 68; 11 days; for increase in wages; successful; by direct negotiation.

Worcester—electricians, 19; 26 days; for increase in wages; failed by filling places of employees.

Worcester—electricians, 30; 12 days; lockout because of refusal of men to sign company's agreement; places filled.

Grafton—Italian laborers, 27; one day; for increase in wages; compromised; by direct negotiation.

Milford—Italian laborers, in sewer department, 30; one day; for reduction of hours; failed; places filled.

Northbridge—Italian laborers in sewer department, 40 directly and 10 indirectly; one day; for increase in wages; failed by return to work on employers' terms.

Worcester—compositors, 24; indefinite; for eight hour day; failed; places filled.

Milford — quarrymen; 113 directly and 11 indirectly; two days; against objectionable foreman; foreman discharged.

Milford—derrickmen; 8 directly and 1062 indirectly; 4 days; for increase in wages from 22 to 25 cents per hour; successful; by direct negotiation.

Westboro—weavers and others, 50; 4 days; for reduction in hours; weekly working hours reduced from 60 to 56½; by direct negotiation.

Clinton—weavers, 100; 13 days; for change in working conditions; successful; by direct negotiations.

Westboro—lace curtain weavers, 20; two days; for increase in wages; successful; by direct negotiation.

Barre—scourers, carders and combers; 200 directly and 70 indirectly; four days; for 10 per cent. increase in wages; by direct negotiations.

Brookfield—spinners; 9 directly and 200 indirectly; 9 days; for increase in wages; successful; by direct negotiation.

Fitchburg—burlers, 18; two days; for change in working conditions; successful; by direct negotiation.

Millbury—weavers; 30 directly and 20 indirectly; two days; for increase in wages; compromise; advance of 10 cents a day granted; by direct negotiation.

Uxbridge—loomfixers; 4 directly and 80 indirectly; two days; against reduction in wages; failed; by return to work on employers' terms.

Warren—weavers; 60 directly and 250 indirectly; 18 days; against establishment of two loom system; failed; most of the strikers returned to work; places of others filled.

Sterling—laborers on contract work for the Worcester Consolidated; 100; two days; against working conditions; failed; most of men returned to work.

Worcester—power house employees of Worcester Consolidated; 51; 10 days; trade unionism; failed; places filled.

Worcester—coal teamsters, 10; indefinite; for recognition of union; failed; places filled.

Idea Originated in Worcester

Kansas City has tried a new system of street cleaning that has proven much more efficient and satisfactory than the one formerly in use. Under this system the city is divided into blocks and men are assigned to the care of the streets within each block. They are held responsible for their cleanliness and each block has its own station from which the operations are conducted. It is said in the newspapers that this is the first city to adopt such a plan. During the administration of Street Commissioner Walter E. Hassam in Worcester, a few years ago, such a system was adopted with the exception that it was not divided into such small territory as a block. There were a dozen or fifteen sections in the make-up of Worcester's street cleaning area. A foreman was in charge of each district and was responsible for the territory within his district. The results were entirely satisfactory and such a condition has been maintained during successive administrations. It is not to Kansas City one need go for improvement in street clean-

ing facilities, for the system which has attracted attention to Kansas City long ago was put into effect in Worcester.

Speed Rate Should be Reduced

It is too bad that the excellent efforts and activities of the Safe Roads Automobile Association and similar organizations cannot reach farther into the country districts than they do. For nowhere is the terror of the conscienceless automobilist more apparent. Sane and altogether proper folks do, of course, drive their automobiles through the country districts, and for them there is no criticism. The automobile has done its fair and proper part in bringing the country beauties within reach of the busy city man.

There are automobilists, painfully in evidence in all country regions, where the roads are narrow, the curves short and hidden by brush or by rocky hillocks. Coming around such curves at fifteen or twenty miles an hour—or faster—slewing onto the wrong side of the road, as they cannot help doing at such speeds, they constitute a horror which makes the owner of horses, or even of another automobile, pray that something might be done to reach and punish the selfish and reckless owners and operators. The law of the state does not reach them. They are a law unto themselves. They may be reached only by education and by such penalties as will enforce a stimulated sentiment for decency among automobilists in general.

Statement of Industrial Education

The Massachusetts commission on industrial education has compiled and issued a comprehensive statement of an interesting system of commercial education for young men employed in commercial pursuits, as in use in Munich, Bavaria, and the facts have a possible bearing on the German thoroughness in business affairs and the German success in the world's commerce. This commercial technical school is designed to give to employees in commercial business education by the way, fitting them for advancement to higher places in their chosen lines, and all the youthful members of the commercial ranks are required to attend the school, when they have not finished a six-class course in a commercial or polytechnic school, or the six classes of the gymnasium (university preparatory school). The required school attendance extends through the school years until the pupil has completed his seventeenth year. The instruction embraces religion, arithmetic, exchange, bookkeeping and accounts, current, commercial correspondence and reading, commercial geography and wares, study of life and citizenship, stenography and penmanship. The whole scheme is essentially German in its pursuit of thoroughness and its interest to us in this country must be largely academic; the American method is more that of forging ahead for "results."

The Simple County Fair

From the veteran horticulturist and farmer, O. B. Hadwen, comes a critical protest against the three-shell game, the monte men, the horse trots and other accompaniments of the modern, up-to-date semi-agricultural fair. The Worcester Agricultural Society has a surplus of $30,000 in the bank, but the critic of the society's policy looks ahead and sees the surplus melting away like a democratic campaign fund two days before election, and demands a halt in the modern methods. He would cut out the horse races, wipe out the "midway," banish athletic sports, puncture the balloon ascensions, hush the raucous vaudeville, drown the fireworks, and bring the agricultural show down to common garden, or field, agriculture. And his is a good suggestion, even if it is not customary to look to Worcester for agricultural inspiration. The country fairs of New England have dwindled sadly in the last decade. "Cattle shows" which once spread over three days or more have been shortened to one or two days, and many have died completely. The effort to revivify them has taken the direction of increasing the variety-show features so disproportionately that the pumpkins, cattle, prize apples and bed-quilts have almost disappeared.

WORCESTER'S GREETING TO PRINCE WILHELM.

WORCESTER'S only reception to a member of a royal family characterized the visit to Worcester Aug. 26 of Prince Wilhelm of Sweden, Duke of Sodermanland, grandson of Oscar, King of Sweden, and son of Crown Prince Gustaf. It was eminently fitting that this scion of royalty should come to this city, the adopted home of many representatives of his race. No American municipality includes in its citizenship so large a representation of Skandinavians as Worcester, and no other American city boasts of a more intelligent or respect-commanding class of citizens.

Coming to the United States as a personal representative of King Oscar of Sweden, to show the good feeling between the two countries, Prince Wilhelm first landed at Jamestown, where the first settlement in this country was founded. From that exposition centre until early in September, the Prince of the house of Bernadotte experienced a continuous round of pleasure, being feted and dined, not only by the representatives of his own country, but by the American social leaders, with Newport as the particular place where the most elaborate of the strictly social functions took place.

The Swedish-speaking people of Worcester, represented by a committee of 100, of which Mr. J. O. Emanuel Trotz was chairman, arranged the reception for Prince Wilhelm here. Now that the Prince has sailed for his home and the festivities in his honor are over, it is admitted of all cities he visited the most democratic reception tendered him was by his own countrymen in Worcester. It was an outpouring of the people that greeted the young Prince at Union Station, escorted him about the city and entertained him at the Worcester Club and in Mechanics Hall during the four hours allotted to him for his stay here.

Perhaps the most striking feature of his Worcester visit was the construction of an arch across Front Street, from Commercial Street to the Common. It was under this arch that the most enthusiastic welcome given to the royal visitor took place. As the carriage containing Prince Wilhelm, Gov. Curtis Guild, Jr., Baron Herman L. F. Lagercranz, minister from Sweden to the United States, and Mr. J. O. E. Trotz, passed under it, the guest of honor witnessed a graphic representation of the famous Gothic arch of Stockholm, long since crumbled into dust. This historic arch, familiar in a way to every Swedish-speaking person, never was beheld by Prince Wilhelm, and no more correct representation of it has been given than in Worcester. It was a marvel to the young visitor to look upon this mark of honor conceived by the committee which had in charge his reception.

At Union Station, when the Prince came in, enthusiasm ran to such a pitch that it was hard for the uniformed officers to keep anything like a straight line. The lines at the outside of the station were broken, and the people surged about the carriage of the Prince, who bowed and smiled continually, and appeared to appreciate to a marked degree the homage of those who formerly were his countrymen. He might have been an official of the United States government so far as his agreeable manners went, but his dress proclaimed him to be far less interested in how he looked than how comfortable he felt. In a suit of light gray, with black stripes of a narrow pattern running through, in tan shoes, with purple necktie, and wearing a pink and white shirt, Prince Wilhelm might have been taken for almost any young man rather than a prince.

To judge by the outward appearance,

Wilhelm is a prince indeed. Most of his twenty-three summers have been passed in his native country, and the present trip on board the Fylgia, protected cruiser of the Swedish navy, is for rounding out his education by rubbing elbows with the Swedish-speaking people of the United States and finding conditions at first hand.

His dark blue eye has the light of intelligence in its depths, and strongly marked brows give promise of a firm character and pronounced views, which is further borne out by his square chin and determined jaw. The blood of General Bernadotte, the French adventurer of Napoleon's staff, who by sheer force of determination and skill in arms won his way to the Swedish throne in 1818, evidently flows with its old ardor in the veins of the young Prince.

Worcester people, packing Mechanics Hall and the galleries until not a seat remained, heard the first speech ever presented in Massachusetts or New England by a member of the reigning house of Sweden, when the greetings of his royal grandfather were presented by the Prince. It was at Mechanics Hall that the youthful Prince showed himself to be capable of giving, in excellent style, a speech of which many an older man might well be proud.

The coming of a representative of Sweden's reigning house to the United States is the second time in the history of the nation. The only previous Swedish prince to visit the United States was Crown Prince Gustaf, who came to centennial celebration at Philadelphia in 1876.

Prince Wilhelm appreciated the efforts made by Worcester people to do him honor, and expressed his gratitude in his speech at the hall.

Although the party at the Worcester Club was characterized as a lunch, from etiquette, it was in reality one of the most expensive and elaborate dinners ever served in Worcester. With a governor, lieutenant-governor, ambassador and Congressman present, to say nothing of the Prince, it was a collection of notables seldom equalled in Worcester.

There had been misgiving on the part of members of the committee relative to the effectiveness of the decorations, but the completion of the Gothic arch of triumph near the Common served to allay their fears. This was, without exception, the most elaborate creation in the decorative line ever attempted in Worcester. In form it was a perfect representation of a pair of ancient towers and the spanning arch. Every detail of cornice and wall was duplicated with historical nicety.

From the open tops of the towers the twin flagpoles bearing, respectively, the Swedish and American flags demonstrated the peace and harmony existing between the ancient northland and its more recently-created neighbor on this side of the Atlantic. The arch was the centre of attraction to the visitors, and many a neck was craned to see to the top of the coping, which was twined liberally with evergreen wreaths.

Captain Goran of Klercker of the Fylgia acted in capacity of special aide to the Prince. In common with the others of the Prince's party, he was dressed in unconventional costume, consisting of light-checked cutaway coat and trousers. He wore a panama with brim turned up in front, and appeared to take the trip as a matter of course. He was consulted by the Prince on all matters of transportation. He spoke English excellently, and made friends with those at the celebration from the start.

Accompanying the officers of the ship was Adjt. Emil Uggla, who was dressed in a sailor costume.

The only men to appear in uniform in the entire party were Vice-consul Birger, G. A. Rosentwist of Boston, Col. Samuel D. Parker and Col. Roger Wolcott of the Governor's staff. The uniform of Mr. Rosentwist was immortalized by the first Napoleon. It consisted of a laced cocked hat and black velvet coat, with plenty of gold lace on the collar. The diplomat appeared rather to be a naval officer.

Col. Wolcott and Col. Parker had the regulation dress uniform of a colonel of the United States regular army. They presented the most martial appearance of any men seen in the party, with their caps and dress uniforms covered with

bright gold lace, and wearing dress swords. According to the military fashion, each wore his cap in the Worcester Club previous to going into lunch, in contrast with the remainder of the party.

At Union Station Prince Wilhelm was met by a delegation from the committee of 100, and about 10,000 cheering people. Mr. J. O. E. Trotz was the first to greet him. There was music by Svea Cadet Band, and singing "Sweden is My All on Earth," by a male chorus of seventy-five voices, conducted by Gustaf A. Berg. Prince Wilhelm was then presented to Gov. Guild and Lieut.-Gov. E. S. Draper. The procession to City Hall was led by the Swedish Gymnastic Club, which acted as a body guard for the Prince. At City Hall the reception was enthusiastic.

The children lined up at the right of the entrance to the municipal building, each waving a Swedish flag and singing the ancient Swedish song, "Du gamla, du friska." "You are old, but you are fresh," in reference to the fatherland, was an inspiring sight. The Prince showed signs of emotion, and it was several minutes before he was himself again. He bared his head to the yellow cross on the field of blue, and then alighted and entered the building, for the reception by Mayor John T. Duggan and the members of the City Council.

Mayor Duggan's welcome was:

"A very pleasant duty devolves upon me today in extending to you, a member of the royal house of Sweden, greetings and a most cordial welcome to the Heart of the Commonwealth of Massachusetts. It is the first time, I believe, a member of your household has visited this country, and we feel honored that you have decided to visit us. A great number of your countrymen have resided in our midst for many years, and they have always proved splendid citizens.

"Their brains and brawn have been instrumental in no small way in advancing the interests of this municipality in its professional, mercantile and industrial life. We trust that your stay with us will be both pleasant and agreeable. We give you the freedom of the city and when you leave us, may you take with you such pleasant recollections of your visit as will furnish many happy thoughts in your Sweden home."

Prince Wilhelm seemed greatly pleased with the cordiality of the welcome and responded briefly. Immediately afterward the members of the city government and other prominent guests filed into the Mayor's office and were presented to the Prince. The Prince was stationed at Mayor Duggan's right, and others in the receiving line were: Congressman Charles G. Washburn, Hon. John R. Thayer and Ex-Mayors Francis A. Harrington, A. B. R. Sprague, Henry A. Marsh, Philip J. O'Connell, Walter H. Blodget and Edward F. Fletcher. Gov. Guild and Lieut.-Gov. Draper were greeted by many persons in the hall and the party was loudly cheered as it entered and left the municipal building.

Just before the reception ended Mayor Duggan turned to the Prince and presented to him two volumes, one of the Revised Ordinances of the city of Worcester, and the other a copy of the Worcester Scandinavian directory.

"From this book you will see how the city is run," said the Mayor, pointing to the ordinances, "and with this book," pointing to the directory, "you will see how many of your countrymen are resident in Worcester. I had thought of sending the books to you after your return, but concluded later that it would be appropriate to hand them to you on the occasion of your visit."

At the Worcester Club luncheon was served. These were seated about the tables in the places designated by an engraved card: Prince Wilhelm, Governor Guild, Minister Lagercrantz, Lieutenant-Governor Draper, Mayor John T. Duggan, Congressman Charles G. Washburn, Vice-consul Rosentwist, Captain Klercker of the Fylgia, Colonel Parker, Colonel Wolcott, Lincoln N. Kinnicutt, George M. Bassett, Eben F. Thompson, C. L. Allen, Charles F. Aldrich, William G. Ludlow, Richard Ward Greene, Waldo Lincoln, Hon. Henry A. Marsh, George F. Booth, Eugene M. Moriarty, Mr. Trotz, Alderman John P. Holmgren,

George N. Jeppson, William Backstrom, Lars M. Petterson, O. G. Hedlund, Oscar G. Norseen, John Jeppson, Axel J. L. Tode, Thure Larson, Verner G. Anderson, Hans Trulson, William Forsberg, G. A. Berg, Thure Hanson, Carl W. Sundh, Rev. John A. Eckstrom, Carl A. Ekstrom, John Quarn, P. A. Friberg, John Clason, Mauritz Johnson, Andrew W. Eckstrom, Rev. J. A. Hultman, Rudolf Sundin, Werner Lagis, Axel Holmstrom, Dr. William O. Bloom, Gustaf Person, Victor E. Runo, Charles F. Hanson, Bernard Ell, P. W. Blom, A. P. Lundborg and A. E. Bloom.

At the head of the table a mound of asters and oxeye daisies formed, joining American and Swedish flags, the feature of the table decoration. Scattered down the length of the table were the pink roses for the members of the party, while about the lengthy board were placed American and Swedish flags upon standards.

Behind the guests at the head table were the blended colors of the two countries, and at the foot there was a similar display. The mantel was decorated with roses, placed among the candelabra. Rev. J. A. Eckstrom, pastor of Gethsemane Lutheran Church, offered prayer.

The first toast of the lunch was proposed by Minister Lagercrantz. He said: "Your royal highness and gentlemen, I want to ask you to join with me in drinking the health of the chief executive of these great United States. Let us all join in the toast to President Theodore Roosevelt." America was then sung.

Governor Guild: "Gentlemen, please come to order. It becomes my pleasant duty to propose the second toast of this most enjoyable occasion to the head of a great nation across the water, whose colors are the blue of hope and the gold of honesty; to the man of letters, the monarch filled with patriotism and the wise statesman, whose history is linked with that of his people in Worcester. I propose the health of King Oscar of Sweden."

Mayor Duggan: "Your royal highness, guests and gentlemen, I am much pleased to be present here to-day, and wish to propose a toast to one who is separated from us by the mighty ocean. His son is still among friends, although on distant shores, where many of his countrymen have come before him. I propose the health of Crown Prince Gustaf of Sweden."

The Prince's toast was given by Mr. Trotz. He said: "We remember that this great country was discovered by a Viking prince more than 900 years before his successor set foot on our shores. For this reason the coming of Prince Wilhelm is not a new thing. He is simply following in the place carved out by the ancient Prince. I want you to drink to the health of his royal highness, Prince Wilhelm."

Lieutenant-Governor Draper: "I have greater honor than any of the previous gentlemen. This is so when it is given to a man to propose the health of one who is about to become the bride of the Prince. Let us drink to the health of Princess Marie Pavlovna of Russia, the bride-to-be of Prince Wilhelm."

This toast was a happy one, and the Prince was kept bowing for several minutes.

The most enthusiastic reception was at Mechanics Hall. From the sidewalk to the interior of the hall a red carpet was used by the Prince and suite.

The hall proceedings were carried on in the presence of more than 2000 people, who occupied every chair and filled the aisles. The Prince and party passed through an arch of oak leaves in the middle of the hall, and six little girls dressed in white, and with the sashes of blue and yellow, scattered roses in his path. The six girls were: Florence and Alice Park, Gertrude Nelson, Anna Johnson, Stina Voraland and Ada Vinberg. The Prince and party took the left staircase, while the public or those holding tickets took the other. The Prince and the committee arriving at the handsomely decorated platform, sat down and Mr. Berg and his singers gave an opening chorus, "Song to the King." The numbers by the chorus stationed in the rear of the speakers were: "Vartland," "Hell dig du Nord," "Hor

oss Svea," "Fadernslandet" and "Du gamla; Du friska," sung with the entire audience.

Mr. Trotz opened the proceedings saying:

"Your royal highness: We build and live in a foreign country, but our love to our native country is more than a memory; although sometimes slumbering, it still remains in every noble heart, and often awakens to life.

"Thus it has now awakened to life through your royal highness' visit, and taken the form of a hearty welcome which the Swedish-speaking people of Worcester desire to bestow upon you, and they have left to me to express in words. When we thus greet you we do it with the same love, regard and respect for you that we of our own free will have accorded your royal highness' grandfather, King Oscar II of Sweden.

"Through honest work, integrity and competency the Swedish men and women have gained a high position, and demand respect in this country, in the contest with people from the world's different countries.

"In comparison with them we have stood the test and captured for the Swedish name that honor that we are acknowledged to belong to one of the foremost nations of the world, and that it is an honor to be a Swede.

"The thinking man asks himself: 'How is this?' 'Why is the Swedish nation one of the foremost?' and we answer with acknowledged thanks that we for this are greatly indebted to the present King of Sweden and his predecessors that have so faithfully provided for not only the country's freedom, but also for the personal freedom, and that has provided for the nation's development and education, for its development to what it is to-day.

"It may well be said that the King's own judgment does not determine the people's fate.

"Thanks be to God that has given our fatherland such a noble King. The Bernadotte dynasty, a royal family of the people's own choice, has in nearly 100 years possessed the throne of Sweden, and during that period the monarchs, true to their mottoes, have always dealt so that they have sought the people's love as their reward, always revered right and truth, always through their own example taught us that land shall with law be built, and always worked untiringly for the welfare of Sweden.

"No wonder that we with love and devotion look up to this royal family, and when we see in your royal highness not only a member of it with Viking blood from the old Swedish Vasa race, but beside a representative of the King of Sweden and our fatherland, no wonder that we desire to hail you and we look up to you proudly and reverently, offer you a sincere and hearty welcome."

Minister Lagercrantz said: "Ladies and gentlemen, Sweden has been called our fatherland, and with right, for no matter what position we occupy in this country, and some of us have won citizenship in this republic, for all of us Sweden is our fatherland. It is the land where we have been brought up, and where our fathers' ashes lie buried.

"It is a custom among the Swedish people to devote a few thoughts to the absent friends, and when I stand here to-day as the link between the Swedish people at home in Sweden and the Swedish people here that are helping to build up America, it is a delightful duty for me to bring my thoughts back to all the friends that we have on the other side.

"When I speak of the friends that rejoice with us, the friends that in their solitude pray the Almighty God for us over here, then I think of the green graves by the small wooden churches at home in Sweden, where our forefathers lie buried beneath the sod.

"They have borne the brunt of the day and many have felt the press of poverty. I devote a few thoughts to the friends at home, and I am sure that their thoughts are often—oftener than we think—on a visit in this country. But it is not only the friends at home in Sweden that I desire to devote a few thoughts to this time, but it is also with happiness and thanks that we reflect upon what this country has done for the Swedish people that have come over here.

"Many have come here penniless, after a hard fight for existence in the meager soil in Sweden with a bright future and excellent opportunities to obtain a home for himself here. I wish to bring a greeting during this Swedish festival to America.

"It is a saying in Sweden that no man will become a better husband than he who is a good son. This can surely be applied to the Swedish people that have come over to America. No man will be better American in this republic than a good son to his old 'Mother Svea.' And I therefore desire to have you all feel that nobody is a poorer citizen here because he loves his old fatherland.

"I beg you together with me to give four Swedish cheers for the United States."

After a song by the male choir, Mr. Trotz introduced the Prince. The tall young man rose slowly from his chair, and after looking over the hall he gave the first speech ever heard from Swedish royalty in New England in a public gathering. His voice could be heard distinctly in every part of the hall, and he was applauded frequently. He said:

"Swedish Americans: It is with sincere happiness that I accepted your kind invitation to come and pay you a visit in this city, and at the same time I thank you most kindly for the hearty welcome that you have bestowed upon me to-day. Furthermore, another thing I want to say is that the last time I was up to see his majesty, King Oscar, before I left Sweden, for America, he gave me the following message:

"'Greet the Swedish-Americans from me. Greet them, and tell them that I always, with warm and fervent interest, follow all their doings and sayings.'

"I feel happy to know that the Swedish people in America, although in a foreign country, stand foremost among the other nations in the big West, and that they shall always love and honor Sweden and keep up its traditions.

"I know that the whole of Sweden joins in that greeting, for I know how much interest the fathers and mothers in the fatherland have for their children and countrymen that depart for the distant West to try their luck.

"I bring you also a greeting from the whole country, from smiling groves, from roaring and sighing woods, from the Baltic's blue waves to the North Sea's foaming waters.

"The greeting that I received goes to show that the Swedish people in America certainly have become Americanized, but even so, their hearts beat as warm for Sweden as any person in our fatherland.

"The link that binds us all together to-day is that we all are of Swedish blood, and that each and all of us here have the honor of being of Swedish descent or birth.

"And I herewith propose that we give four cheers for our old fatherland, for old Sweden. Long live Sweden!"

The party that accompanied Prince Wilhelm to Boston at five o'clock was: Gov. Curtis Guild, Jr., Herman Lagercrantz, Capt. Goranaf Klereker, Viceconsul Virger, G. A. Rosentwist, Lieut.-Gov. Eben Draper, Col. Samuel D. Parker, Col. Roger Wolcott.

The Worcester delegation was: J. O. E. Trotz, William Backstrom, George N. Jeppson, Alderman John P. Holmgren and Hans Trulson.

They attended a banquet given in honor of Prince Wilhelm at the New Algonquin Club. A reception followed the banquet at the Hotel Somerset.

Before leaving Worcester, Prince Wilhelm said: "This reception is the most hearty and elaborate I have received in the United States. I appreciate it very much, and think the Swedish people of Worcester are generous in the extreme. Please correct the impression obtained at City Hall that I am the first one of my family to visit the United States, as my uncle, Crown Prince Gustaf, was at the Centennial exhibition at Philadelphia in 1876."

FOR RELIEF OF CITY'S CONGESTION.

SEVERAL years ago the Worcester Board of Trade put forward a proposition for widening and extending certain streets and courts in the business section of the city, for the relief of congestion in the vicinity of Harrington Corner, from which the city has for many years been suffering. Mr. Thomas J. Sawyer, a member of the Board of Trade, and an exceptional public-spirited citizen, was a prime mover in that early agitation, the widening of Pleasant Street at the time being the principal purpose of accomplishment.

The agitation has again come to the surface in the form of an order introduced into the Council by Alderman James H. Mellen, providing for the appointment of a commission to comprise three members of the Board of Aldermen and the President, four members of the Common Council and the President, the Mayor to appoint six citizens, making a commission of fifteen members. This order was passed without opposition and has the endorsement of the newspapers and many of the largest taxpayers in the city. On the night of July 15, the City Council members of the commission were appointed by the chairmen of the two branches and include Aldermen C. H. Hastings, James H. Mellen, George H. Coates and Adolph F. Almgren, and Councilmen Louis H. Buckley, Edward T. Estey, Frederick H. Lucke, Frederick N. Cooke, and Patrick J. Moynihan. Mayor John T. Duggan says he will take time before he completes the make-up of the commission.

Mr. Mellen, in connection with Mr. Sawyer, has worked out a rough draft of the needed improvements, some of which are readily seen to be of vital importance to the city's development. The propositions as outlined by Alderman Mellen are:

A new street from Park Street southerly on the old railroad location to connect with Beacon Street.

An extension of Norwich Street to Front Street and thence across the Common to connect with the one last mentioned.

Chandler Street widened between Main Street and Piedmont Street.

Murray Avenue extended to Austin Street.

Madison Street widened from Main Street to Salem Street.

Burnside Court extended to Portland Street and Allen Court extended easterly to Salem Street. These are needed to relieve congestion about the Post-office.

Salem Street widened between Madison Street and Salem Square.

Park Street widened between Salem Square and Trumbull Square.

Pleasant Street relieved by a parallel street on the south running from Main Street as far west as Hawley or Merrick Street and be freed from car track, the franchise for same to be transferred to this new street. The work of widening should be on a more liberal scale than is now customary; sufficient room should be made on one side of these streets having car tracks to permit two teams to safely pass each other between a moving car and other teams standing at the curb. This means thirty feet at least between curb and rail. Nothing less would satisfactorily accommodate through travel and meet thereby the prime conditions of the problem. Only a few miles of streets now meet this requirement—the Boulevard, Belmont and a section of West Boylston Street make up most of this.

This would include work on Southbridge Street south of Jackson.

The extension of Gold Street to Quinsigamond Avenue and making two street extensions under the B. & A.

railroad to intersect Gold Street, one opposite Hermon Street, another opposite Madison Street.

A joining of Prescott and Crescent Streets when the Garden Street grade crossing is abolished in such a manner as to form one continuous street parallel to Lincoln Street.

The extension of Beacon Street southerly as far as Lowell Street, crossing University Park and Crystal Street by means of an ornamental bridge.

Adding twenty feet or more to width of Main Street between Lowell Street and Webster Square.

Increasing width of Hermon Street between Main and Beacon Streets and extending same across Main Street to Murray Avenue.

Add twenty feet or more to Myrtle Street between Main and Southbridge Streets.

The widening of Southbridge Street about twenty feet on the east side between Quinsigamond Avenue and Cambridge Street.

The widening of Millbury Street twenty feet between Cambridge Street and Greenwood Street.

The widening of Grove Street twenty feet from Salisbury Pond to Park Avenue.

Reduction in grade of Beacon Street between Hermon and Madison Streets from 8 to 5 per cent. or better.

Construct a new street forty-five feet or fifty feet wide in nearly a straight line to connect Trumbull Square with Southbridge Street at Myrtle Street. This would relieve the necessity of widening Myrtle Street beyond Southbridge Street, Park beyond Salem Square to Trumbull Square and the extension of Allen Court to Park Street.

Take away the Scott block at Franklin Square and make its site a part of the square and widen that section of Southbridge Street that lies between the Post-office and Stevens block by setting back the east sidewalk within the line of the buildings, the construction of these buildings being such as to favor such a plan.

Middle River road, running along the base of Saint James Hill from near Southbridge Street to Quinsigamond along the banks of a small river that may be made for boating sightly and useful, making a handsome and convenient drive along its side.

More than thirty years have elapsed since the proposition for laying out a new street on the old railroad site between Front and Foster Streets was before the city government. "It ought to have been done," is the unanimous sentiment of everyone to-day and failure so to do has cost the members of that government their reputation for wisdom and foresight. In 1884 the land passed to R. C. Taylor at a price which would have made a fifty-foot street cost $33,000.

In 1882 an effort was made to have Church Street widened twenty-five feet. Work on the Jonas G. Clark block had then progressed only as far as the cellar walls. A fair estimate of cost at that time, taking land at the assessors' valuation, would be $26,000. At this date, $90,000 at least would be required to do the work, reckoning upon the same basis.

In 1887, immediately after the Norwich & Worcester Railroad Company abandoned its freight yard on Park Street, effort was made in the usual way to have the city construct a street on the site to connect with Beacon Street. A fifty-foot street would take 40,000 feet of land. It was assessed then at a $1 per foot. As usual the cost defeated this. To-day the valuation is doubled.

Street congestion is a problem for Worcester second only in importance to abolishing grade crossings and more or less identified therewith.

Street improvements as a rule stimulate growth and add to the revenue producing power of a city. Wisely conceived they stand for assets as much as machinery when added to a manufacturing plant, and sooner or later pay back their cost, interest and all.

Chandler Street, Main to Piedmont Street—widening	$110,000
Madison Street to Main Street from railroad—widening	45,000
Myrtle Street to Main Street from Southbridge Street—widening	40,000
Salem Street to Park—widening	100,000
Southbridge Street widen from Myrtle to Jackson $100,000—south of Jackson $100,000. Total	200,000
Beacon Street extension north to Park $90,000—southerly to Lowell Street $110,000. Total	200,000
Main Street, widen southerly to Lowell	40,000
Hermon Street widen to Main from Beacon $10,000—extension to Murray Avenue $50,000. Total	60,000
(New street nearly straight from Trumbull Square to Southbridge at Myrtle	100,000
If this is built several improvements will not be needed, such as widening Myrtle, etc.)	
New street paralleling Pleasant to Merrick Street	475,000
Murray Avenue extension to Austin $50,000—remove Scott's block $60,000. Total	110,000
Millbury Street—widen south of Cambridge to Greenwood $100,000—Church Street widening $100,000. Total	200,000
Grove Street widen from pond to Park Avenue $25,000—filling and widening Union to Exchange $105,000. Total	130,000
Norwich Street extension to Front $200,000—widen Merrick to Park Avenue $35,000	235,000
Widen Southbridge opp. P. O. $20,000—Middle River Road $40,000	60,000
Total	$2,105,000

This from President Roosevelt is not surprising, though well said:

The man is but a poor father who teaches his sons that ease and pleasure should be their chief objects in life; the woman who is a mere petted toy, incapable of serious purpose, shrinking from effort and duty, is more pitiable than the veriest overworked drudge. So he is but a poor leader of the people, but a poor national adviser, who seeks to make the nation in any way subordinate effort to ease, who would teach the people not to prize as the greatest blessing the chance to do any work, no matter how hard, if it becomes their duty to do it. To the sons of the Puritans it is almost needless to say that the lesson above all others which Puritanism can teach this nation is the all-importance of the resolute performance of duty. If we are men we will pass by with contemptuous disdain alike the advisers who would seek to lead us into the paths of ignoble ease and those who would teach us to admire successful wrongdoing. * * * * * * *

Many men of large wealth have been guilty of conduct which from the moral standpoint, is criminal, and their misdeeds are to a peculiar degree reprehensible, because those committing them have no excuse of want, of poverty, of weakness and ignorance to offer as partial atonement. When in addition to moral responsibility, these men have a legal responsibility which can be proved so as to impress a judge and jury, then the department will strain every nerve to reach them criminally.

REVIEW OF THE MONTH.

THE Magazine presents a review of current events for August, comprising the doings in Worcester, which are collected for reference and have this year been a feature of the publication.

Mr. David H. Fanning, president of Royal Worcester Corset Company, announces a gift to the trustees of Hahnemann Hospital of the James T. Roche property at Brittan Square for a hospital. On account of the congested condition of Providence Street it is necessary for the trustees to seek a new hospital location, but did not have ample financial means to secure what they desired, the Roche homestead. The offer of Mr. Fanning came Aug. 1. The property contains about 90,000 square feet, and is valued at about $30,000.

Charles L. Gilson, a magnetic healer, living in Nashua, N. H., but having offices in Worcester, died at Worcester City Hospital Aug. 1, after a sickness of twenty hours. He was taken sick on a train between Nashua and Worcester. Mr. Gilson was fifty-four years old, married, and was formerly a railway mail clerk between his home and Worcester. He was widely known on account of his magnetic or nature healing.

Thelma Miller, nine years old, daughter of Alexander R. G. Miller, known on the vaudeville stage as "Kit Koster," a rifle shot expert, was killed on the afternoon of Aug. 1, near her home on Chandler Street, by being struck by a car of the Consolidated Street Railway Company, while attempting to cross the street ahead of it.

The Adams Express Company, which has maintained offices on the line of the Boston & Albany Railroad, has been forced from the road and offices will, on and after Aug. 1, be maintained by the American Express Company. This gives the American Express Company exclusive control of the cities and towns reached by the New York Central lines. There were closed on Aug. 1 twenty-one offices of the Adams Express Company in Massachusetts, and the American Express Company the same day opened thirty-one new offices. The following orders have been issued:

On and after Aug. 1, 1907, the American Express Company will accept matter for the following points:

Allston, Ashland, Auburndale, Boston, Braggville, Brookline, Cordaville, East Holliston, Faneuil, Holliston, Hopkinton, Howarths, Metcalfs, Milford, Millbury, Natick, Newton, Newton Centre, Newton Highlands, Newtonville, North Grafton, North Oxford Mills, Saxonville, South Framingham, Southville, Webster, Wellesley, Wellesley Farms, Wellesley Hills, Westboro and West Newton. Yours truly, American Express Company, A. McDermid,

The order of the Adams Express Company is:

This company will close the following offices on the Boston & Albany Railroad at the close of business July 31, 1907:

Auburndale, Braggville, Cordaville, East Holliston, Faneuil, Holliston, Metcalfs, Natick, Newton, Newton Centre, Newton Highlands, Newtonville, North Oxford Mills, Reservoir, Saxonville, Southville, Wellesley, Wellesley Farms, Wellesley Hills, Westboro and West Newton.

Thereafter the above points will be exclusive offices of the American Express Company. Transfer points, Boston, South Framingham and Worcester.

The following named stations will be continued:

Allston, Ashland, Brighton, Brookline, Milford, Millbury, North Grafton, Pittsfield, South Framingham, Springfield, State Line (Massachusetts and New York), Webster, Westfield and Worcester. C. S. Spencer, manager.

The stock in the Worcester Baseball Association owned by Fred G. Doe has been sold to John J. O'Donnell, who has

looked after the financial matters of the team this season. The sale of stock was made Aug. 1 for about $4000. The Worcester franchise and club is now owned by Jesse Burkett, James Collins and John J. O'Donnell.

Charles M. Edwards, assistant street commissioner, under Street Commissioner George C. Moss, resigned his position July 26 to accept a position with his former employer, Capt. Walter E. Hassam of the Hassam Paving Company.

Leo Russell Brown, sixteen, son of Mr. and Mrs. Michael J. Brown, 57 Ward Street, drowned at Lake Quinsigamond, near Natural History Camp, by falling out of a canoe in which he and James McHugh were paddling on the afternoon of Aug. 4.

Secretary William H. Taft of the War Department was in Worcester Monday, Aug. 12, on his way from Murray Bay, Can., where he has been passing his vacation, to the home of his mother in Millbury. She was very sick at the time and he visited her before sailing for the Philippines.

At a special meeting of Worcester City Council Monday night, Aug. 12, an order was adopted having for its object the widening of Main Street at Franklin Square. This is the first step toward removing the so-called flat-iron building to provide a site for the memorial statue to be erected to Senator Hoar. A resolution was also adopted against placing the statue in front of City Hall.

Mrs. Olive H. (Fitch), widow of Harrison Gray Otis, former deputy tax commissioner, and for many years a member of the Worcester Board of Assessors, died Monday, Aug. 12, at her home on Harvard Street. Her age was seventy years, and she was a native of Hopkinton, and married Mr. Otis in 1858.

Section 1 of B Battery, First Battalion, Massachusetts Light Artillery, while at camp in Ipswich the week of Aug. 3-10, won the silver cup offered for excellence in drill. The work of the entire Worcester company in camp was highly commended by the commanding officers.

Supt. J. W. Anderson of the Worcester & Southbridge Street Railway Company resigned Aug. 7 to take effect Sept. 1. Mr. Anderson held a similar position on the Worcester & Blackstone Railway, and was promoted to the Worcester & Southbridge division April 1.

Joseph O'Keefe, secretary of the committee of Worcester Merchants Association, which had charge of the June carnival, has been made superintendent of the widely known dry goods house of Barnard, Sumner & Putnam Company, and began his duties Aug. 8. It is an office created by the firm to make room for Mr. O'Keefe, who has devoted a large part of his life to retail trade.

Joseph O. Crosby, a clerk employed by the New England Telephone & Telegraph Company, son of Charles D. Crosby, 611 Lincoln Street, committed suicide Aug. 6 by shooting, his body being found in the woods near his home. Ill health is given as the cause of his act.

Millet Taylor Thompson, assistant professor at Clark College, died in Chicago Aug. 7 after an operation for appendicitis. He was making a summer research for studies in his branch of the work he was instructor in when he was taken sick. He had been assistant professor in zoölogy at Clark for four years. He was the son of Mr. and Mrs. Samuel M. Thompson of Providence, and was a graduate of Brown University.

Nathaniel M. Fergenson, sixteen years old, son of Abraham Fergenson, 184 Grafton Street, was drowned in Lake Quinsigamond Monday night, Aug. 12, while canoeing with a young lady companion.

Commercial operators employed by the Western Union and Postal Telegraph Companies, and Associated Press

operators employed on the morning and evening papers, struck Monday night, Aug. 12, out of sympathy with other operators throughout the country.

Trustees of Memorial Hospital on Aug. 15 announced that Charles H. Morgan and George L. Newton had made gifts to the hospital of $40,000 each. One gift is for a ward to be used as a maternity ward, and the other is a ward for private cases.

The Worcester County Democracy, with a number of invited guests from Boston, had a reunion and clambake at the Fair Grounds Friday, Aug. 16. It was an important meeting of Democrats, from the fact that Hon. Henry M. Whitney and Gen. C. W. Bartlett, both candidates for the Democratic nomination for governor, outlined their views, and Hon. John R. Thayer of Worcester cleared the political atmosphere by announcing he would not be a candidate for nomination. It was a sort of a love feast of the Democracy, with Boston politicians doing all the talking.

Mr. James Logan, general manager of the United States Envelope Company, Aug. 31 announced that he would accept the nomination for Mayor by the Republican party if it came to him uncontested.

The figures of corporation and individual taxpayers for 1907 as given out by the assessors Aug. 31 shows the following large amounts:

American Steel & Wire Company, $72,123.20; Worcester Gas Light Company, $23,774; State Mutual Life Assurance Company, $18,348.80; Worcester Electric Light Company, $17,198.40; Worcester Art Museum, $16,468.80; Crompton & Knowles Loom Works, $15,998.40; United States Envelope Company, $9,659.20; Whittall Associates, $9,920; Worcester Consolidated Street Railway Company, $7,548.80; The Wire Goods Company, $3,201.60; Denholm & McKay Company, $8,868.80; John C. MacInnes Company, $3,020.80; Worcester County Institution for Savings, $3,568; Worcester County Mechanics Association, $3,020.80; White, Pevey & Dexter Company, $3,334.40; Worcester Brewing Corporation, $4,227.20; Worcester Cold Storage & Warehouse Company, $4,520; Crompton Associates, $3,241.60; Graton & Knight Mfg. Company, $9,212.80; Reed & Prince Mfg. Company, $3,385.60; Rice, Barton & Fales Machine & Iron Company, $5,848; the Norton Company, $5,745.60.

The heaviest individuals are:

Ransom C. Taylor, $32,714; R. F. Taylor, $12,574.80; G. Henry Whitcomb, $10,352.40; Forrest W. Taylor, $5,148.40; William H. Sawyer, $9,973.20; John and Alexander Bowler, trustees, $6,024; Lewis Barnard heirs, $5,440; James E. Estabrook, $5,134.40; William H. Dexter, $3,142.80; William E. Rice, $8,051.60; Harrison S. Prentice, $5,053.20; Edward D. Thayer, $4,296; George Walker (trustee), $5,494; H. H. Bigelow, $6,475; Henry Clark heirs, $4569.60; E. E. Frost, $3,562; Hester A. Knowles, $6,159.20; John McGuire, $5,691; Wm. H. Workman (trustee), $3,636.80; Thomas W. Rogers heirs, $3,846.40; C. C. Houghton heirs, $5,398.40; O. A. Kelley, $3,148.40; James A. Norcross (estate), $3,518.40; William A. Richardson (estate), $3,816.80.

Mr. Eugene M. Moriarty, editor and publisher of Worcester Evening Post, died suddenly at Lake Quinsigamond Tuesday, Aug. 27, late in the afternoon. He was in bathing at the time, was taken with an attack of heart disease, and died before help could reach him. His funeral took place in St. Paul's Catholic Church Friday morning, Aug. 30, a solemn high mass of requiem being celebrated by Rev. John A. Nugent, O. S. A., of Ardmore, Pa., a cousin of the late editor, and the eulogy was said by Rev. Dr. John J. McCoy, rector of St. Anne's Church.

Mr. Moriarty was born in Castlemaine, County Kerry, Ireland, April 9, 1849, and came to this country when he was seventeen years old, and for several years was in the employ of the Boston & Albany Railroad, first as clerk and later in the train despatcher's office. In 1873 he was elected a member of the Common

Council from Ward 3, serving two years. In 1878 he was elected to the School Committee from Ward 3, and served in that body nineteen years, being the leader of the Democratic side of the committee. In 1884 he was particularly active in the Gen. Benjamin F. Butler campaign for governor, and was rewarded for his labor by being appointed to a clerkship in the insurance department of Massachusetts under Commissioner John J. Tarbox. In 1885 he was appointed deputy collector of internal revenues for Worcester by President Grover Cleveland. He was elected to the Legislature from Ward 3 in 1879, serving four successive years, and was again elected to the Legislature in 1889, serving until 1897, when he withdrew from the Legislative contest in Ward 3 to assume the editorship of the Worcester Post. This was his first active experience in the Worcester newspaper field as proprietor. He had served the Boston Globe as Worcester correspondent for many years. The Worcester Post became an important rival of the Worcester newspapers immediately upon Mr. Moriarty's advent to its financial management, and at the time of his death it was on a decidedly successful basis. As a writer Mr. Moriarty was fearless, outspoken, honest. He had much to do in moulding opinion in this conservative city.

In social life he was active and successful. He was one of the organizers of the Ancient Order of Hibernians in Worcester, was county and state president during his connection with the order, and gained a national reputation by reason of his devotion to it. He was one of the charter members of Alhambra Council, K. of C., was a member of the Round Table Club, an exclusive social organization composed of kindred spirits. In a charitable way Mr. Moriarty had always been prominent. He was kind-hearted, liberal, and gave generously to a worthy object, irrespective of creed. He was a friend of labor, and of organized labor, but had no sympathy with many of the stands organized labor has taken, and never hesitated to make known his opinion.

Mr. Moriarty was married in November, 1892, to Miss Julia Carroll, daughter of David Carroll of Worcester. She survives him, and he is also survived by three sisters, Mary, wife of Lawrence Griffin, and Catherine, wife of Daniel Murphy, who live in Ireland, and Julia, wife of Patrick Noonan of Worcester.

In a collision on the Worcester & Southbridge Street Railway between Charlton and Southbridge on the morning of Aug. 29, Motorman George A. Fitzgerald of Charlton City was fatally injured, and four passengers seriously injured. The accident resulted from the failure of a conductor on one of the cars obeying his orders. Being instructed to pass a car at the carbarn in Charlton, he neglected to wait and a head-on collision resulted a short distance from the place where he was to meet the on-coming car.

The annual convention of the Improved Order of Red Men of Massachusetts was held in Worcester Thursday, Aug. 29, between 200 and 300 delegates being present. The principal business under discussion was the establishment of a home for aged and infirm Red Men, but the proposition was laid on the table. On the night of Aug. 28 there was a parade of Worcester and visiting Red Men, to the number of nearly 2000, and a meeting of the Past Sachems Association. Gov. Curtis Guild, Jr., was the guest of the convention, making an address in Mechanics Hall Wednesday night. This feature was followed by the working of the chief's degree by the degree team from Quinsigamond Tribe of Worcester. At the convention Thursday Oliver A. Libby of Lowell was raised to the office of grand prophet, and Frederick A. Hall to the office of grand sachem. Willie E. Higgins of Worcester was raised to the office of grand senior sagamore. It was voted to hold the next convention in Lynn.

WORCESTER BOARD OF TRADE.

BANK BUILDING, 11 FOSTER STREET.

OPEN 8.00 A.M. TO 5 P.M. PRESIDENT'S HOURS: 1 TO 2 P.M. MONDAYS, TUESDAYS, WEDNESDAYS AND FRIDAYS.

PRESIDENT, GEORGE F. BOOTH. VICE-PRESIDENT, GEORGE F. BROOKS.
TREASURER, SAMUEL D. SPURR. SECRETARY, HERBERT M. SAWYER.

Directors.

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THE WORCESTER MAGAZINE

Vol. X. OCTOBER—1907 No. 10.

Magazine and Municipal Comment.
Hon. Ledyard Bill.
Nova Scotia Parks.
The Cradle of Ohio.
Review of the Month.
Board of Trade Notes.

DEVOTED TO

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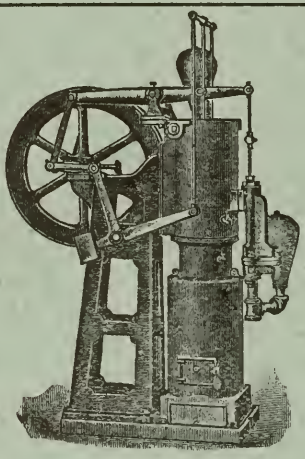

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Foster, Commercial and Mercantile Streets

WORCESTER, MASSACHUSETTS

HON. LEDYARD BILL

The Worcester Magazine.

VOL. X. OCTOBER, 1907. NO. 10.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

Boston & Albany Severely Rebuked

The Boston & Albany Railroad has been severely rebuked by the Massachusetts Board of Railroad Commissioners. It has been a notorious fact for more than a year that this service on this once great road system was as bad as it possibly could be. Trains have been belated and traffic held up, much to the disgust of the traveling public. The letter from the railroad commissioners questions the intelligence of the management by doubting whether those who are operating the road have ever really grasped the situation. If they have grasped, the doubt remains whether they have endeavored in good faith to meet the situation. The commissioners, after accumulation of adverse testimony from travellers and shippers, and more especially after their own recent inspection of roadbed, track and locomotives, request that a statement be submitted of all expenditures made or authorized on the Boston & Albany and of all plans adopted for improving the service. They also ask that a record be kept, and filed with them, of three weeks' train service, beginning October 19. Especial attention must be given to tardy trains. Incidentally, the commissioners repeat charges that were publicly filed last January. The commissioners cannot formally report to the Legislature on what they have found and what they think should be done until 1908, but this does not deter them from acting now. The public is with them, and would have supported them had they acted sooner.

Memorial Statue without a Site

The Worcester City Council has adopted an order instructing the parks commissioners to consider the advisability of the purchase of the Flatiron building for park purposes. This has for its ultimate object a spot in which to place the Senator Hoar memorial statue. It hardly seems practical that the Flatiron building site should be used as a public park. Both Main and Southbridge Streets at this particular juncture are narrow and if the Flatiron building was condemned, it should be used for street purposes and not as a park, which would be simply a small triangle. There is considerable merit in the argument that the Scott block should be removed in order that the Federal building might present a more imposing appearance, but the question is whether the city wants to go into the beautifying of that particular spot to the extent of $100,000. Last month

the Magazine printed a brief article suggesting that the Hoar memorial statue be placed on the green at the south end of the Court House, which seems to be the proper location from a sentimental standpoint. And why not consider sentiment when the location of a statue is decided? The Magazine still maintains that it is entirely impractical to place a statue of a person in a sitting position at the junction of two streets. The parks commissioners are not favorable to Franklin Square as a public park. It really does not mean anything to condemn a piece of business property of such value in a busy section for simply park purposes. There is a good excuse for condemning the property for the widening of a street and thus making Main and Southbridge Streets more dignified thoroughfares, and giving the Federal building more room. But it does not seem business-like to utilize this space for park purposes. The suggestion has been made, and very proper too, that as Worcester grows the Federal building will necessarily have to be enlarged and the only available place for the enlargement is this Flatiron building site. Before anything is definitely decided this matter should be given the most careful consideration. It should be thought out from every viewpoint.

Industrial School in Sight

The Lynn Board of Trade is doing just what the Worcester Board of Trade started to do six or eight months ago. It has heartily endorsed the movement for an industrial school under the guidance of the Massachusetts Commission of Industrial Education. Worcester has a commission considering an industrial school in this city and so far as it has progressed in its investigation, the sentiment in the commission is harmonious and enthusiastic. The time will come in all probability when this commission will have to appeal to prominent manufacturers for some sort of support and assistance in carrying out their plan. This commission has been working during the summer, has visited several cities and has investigated several plants, and while it is composed of employer and employee, there has thus far been no friction in the details which have been discussed. It is to the credit of the representatives of labor that they look upon the proposition in a broad, sensible way. They realize that industrial education is valuable. As a result of a visit to Lynn, each member of the commission gained valuable knowledge of the conduct of a trade school, for there is no more representative or practical school along these lines than that maintained by the General Electric Company. It has worked to the advantage of that great company and has given the boy an opportunity of a life time. The trades school means skilled labor, good wages, steady employment and the betterment of conditions. Worcester certainly should have a trade school and it is believed that when this commission, which has been investigating local conditions, makes its report and recommendations the manufacturers who employ skilled labor and who realize the importance of a trade school will come to the assistance of the commission if it is realized that assistance is needed. At a recent meeting in Lynn in the interest of an industrial school, Prof. Paul H. Hanus of Harvard, A. Lincoln Filene and Secretary Charles H. Morse of the Massachusetts Industrial Commission, spoke on the need of industrial education in Massachusetts.

Prof. Hanus said the public schools at present laid too much stress on culture and did little to develop vocational purpose in pupils. The mass of pupils obliged to leave school at fourteen are thenceforth under no systematic educational influence and suffer accordingly.

Secretary Morse said investigators from the commission had found that forty-five shoe manufacturers in Lynn were willing to let their young employees attend such a school part of each day, thirty-three were enthusiastic over the idea, twenty-nine had not given sufficient consideration and six were opposed.

He said the fact that 1,000,000 persons took the course of a correspondence school, and that the working people spent millions of dollars annually on correspondence school courses, showed the great demand for such education.

Some of the correspondence schools had done remarkable work, he said, but such education ought to be free.

The commission was trying to bring such a state of affairs about, though it was having difficulty to knock down prejudices and suspicions on the part of both labor and employers.

Another Voice for Steel Bridge

A statement made by Mayor John T. Duggan a short time ago needs wider circulation: "If there is one thing that needs to be done in Worcester more than any one thing it is the abolishment of the causeway at the lake, and the substitution of a substantial steel bridge, for that appeals to me as being the most dangerous spot in the whole city," is the statement he has made. This was drawn out of the Mayor by a criticism of the street railway tracks which cross the causeway. Mayor Duggan thinks they are a menace to the public, and that the life of every person who rides over it is in danger. It is not the immediate present that worries the Mayor, but he fears that the continuous wear and tear and action of the water upon the causeway is bound to eventually weaken and undermine the foundation. The tracks are uncomfortably near the edge of the causeway, which goes straight down, and it gives him a sort of a shudder every time he goes over it in a car. The picture of the collapse of the causeway, when two or three cars are upon it, are not pleasant as it passes before his mind. There is a good deal of truth in what Mayor Dugan says. There is no question that a steel bridge or some bridge that would span the lake, should replace the structure which is now a detriment to that locality of Worcester. It would take but little disarrangement to cause a car to leave the rails, and a collision on the causeway is not improbable. Aside from these dangers which come to the mind of Mayor Duggan, the lake is, according to a great many people through New England, one of the most charming bodies of water in the East. It is an ideal regatta course. It is one of the most attractive summer resort sections; it is a sheet of water with which few can compare and it should be spanned by a modern constructed bridge. It is the entrance to Worcester from the east. After passing over this causeway the visitor reaches the business section of the city through a wide boulevard and it is only fitting that the entrance to this boulevard should be over a bridge that has some attractive feature. The sentiment of Worcester, if crystallized, would unquestionably be against the causeway and in favor of a modern bridge of steel or some other equally practical construction.

Shortage of Help the Cry

Recent reports indicating an alarming shortage of help in New England cotton mills are not sustained by an investigation conducted by the Massachusetts Bureau of Statistics which has just been issued.

So far as Massachusetts is concerned, the bureau finds that a shortage is apparent only, and it does not appear to apply conspicuously to any of the New England States. Out of 148 establishments in Massachusetts employing 89,-118 persons in 1905, 49 mills reported that they needed, in order to put their full equipment in motion, the services of 1747 persons, or about 1.96 per cent. of the total number employed. Maine could employ, under the same conditions, only .35 of 1 per cent. more; New Hampshire, 2.85 per cent. more; Rhode Island, 1.32 per cent.; and of the Connecticut mills, which, one report had it, needed 25 per cent. more operatives, 20 out of the 36 mills located there reported their need of additional help amounting to 4.06 per cent. of the total number employed.

On an average, 40 mills in Massachusetts could each give employment to 36 additional persons; two Maine mills could use about 12 operatives more; seven mills in New Hampshire could increase their force by 80 hands each; 18 Rhode Island mills have use for 19 more apiece, and the 20 Connecticut mills would each like about 27 more. The Vermont mills were running full capacity.

Evidently the critic was misinformed. Almost always a skillful hand can find employment, but it is not often that

agents for New England mills find it necessary to go out in the highways and byways looking for help. The factory laws of New England in general, and Massachusetts in particular, safeguard the operative's interests more efficiently than those of most states in the Union. Naturally, therefore, New England mills are sought by operatives, getting more pay and better treatment than they would receive elsewhere. Southern mills may break into markets long held by the New England manufacturer, but they get no advantage through scarcity of labor affecting the northern competitor.

Brings Good Reports from Germany

Mr. Aldus C. Higgins, connected with the Norton Company, has just returned from a summer in Europe and brings back with him the most encouraging reports of prosperity. While his trip was entirely for pleasure and rest, he being accompanied by his family and the principal countries were thoroughly toured, he took considerable time from pleasure seeking to the study of industrial conditions. He made a similar trip about ten years ago with his father, but he sees this time a marked change in all sorts of conditions. The strongest single impression of the trip made upon him is that of the remarkable prosperity which is now so much in evidence, particularly in Germany. This great country is so thoroughly equipped for manufacturing that except in a few special lines not many American tools or machinery are needed to-day. Japan has recently placed orders in Germany for millions of dollars' worth of such machinery, and in spite of the great purchase of German goods in England, Germany is not only taking England's trade in the world, but is selling machinery in London. In the making of German goods, there is a broad, liberal and far-sighted policy everywhere in evidence. For instance, he says: "Our Norton Company agents, though in this instance selling American goods, are leaders in this method. They have built their own offices and warehouses in all the large cities of Europe. They are designed especially for their business, and no expense has been spared to make them models. Their show rooms are light and commodious, furnished with the most appropriate and even elegant show cases and furniture. Their offices have been planned by the best architects, and richly and beautifully furnished under their direction. Their salesmen are alert and courteous, speak three or four languages fluently, and know intimately the particular machines they are selling.

"The German commercial success appears to me to be due principally to three things. First, catering to the wants of the customer. The American attitude has been very characteristic. We feel sure we have the best, and if the customer doesn't recognize it, that is his loss; but we can't stop to bother as long as we have orders on our books for six months or a year ahead.

"Second, economy. In spite of their broad policies and almost lavish expenditures of money, everything, from the gases which come from the blast furnace to the twigs which fall in their carefully planted forests, is utilized and saved.

"Third, the Germans were alive to the importance of industrial education ten or fifteen years ago, and they are reaping the benefit to-day by receiving every year into their industries an army of well-trained young men, men who have been taught to do as directed, which is the most notable good result of the military training they all have to undergo.

"Of course there are many other things responsible for Germany's progress in trade and manufacture, among them being cheap labor. For example, a German foundryman receives from $1.50 to $2 a day, as against $4.50 to $5 in the United States. A machinist there gets $1.50 to $1.75 a day, as against $3 to $4 here, and there is about this difference all along the line. Of course, there is not this proportion of difference in the cost of living, and we would naturally expect to find the workingmen in Germany living in conditions of poverty and hardship. But this is not the case at all. They live in good houses, which they keep clean, and their housewives know how to cook. Cleanliness and good, wholesome food,

with simple diversions and economy, are largely responsible for their contented condition."

Mr. Higgins brings back one of the most interesting and intelligent stories of business conditions abroad of any of the Worcester citizens who have visited those countries.

Municipal Campaign Outlined

Within the past month announcements have been made which pretty well outline the coming municipal campaign. Mr. James Logan, the general manager of the United States Envelope Company, has publicly stated that if the Republicans of Worcester desire him to be their candidate for Mayor he will become such, if there is no opposition to his nomination. Mayor John T. Duggan is out in a lengthy statement that he intends to be a third term candidate of his party. The ability of Mr. Logan as a business man—a practical business man—is widely known, and it looks at the present time as though the party would take him at his word and nominate him as their candidate and that no opposition will develop in the caucuses. Mayor Duggan points with pride to the reduction of the tax rate this year, the lighting of City Hall clock and of a safe, economic and impartial administration of public affairs. The statement of Mr. Logan's irons out pretty smoothly the many little kinks in his party, which, being true, gives him the more favorable position in the mayoralty race.

Opening of Worcester's Schools

The public schools, academies and colleges in Worcester have opened for another year and in every instance there is an increased attendance. Clark College, which eliminates much of the sporting feature of college life in order to graduate a student in a three years' course, has a very noticeable increase in its freshman class, and Clark University brings to its doors six representatives of the Japanese government, which is the largest number of students of this race that has ever attended a Worcester school in a single year. Worcester Academy, which has always maintained one of the foremost fitting schools in the country, shows an increased registration and the Polytechnic Institute bids fair to have a record year, so far as attendance is concerned, while the public schools have many hundred in increased attendance over last year. The reputation of Worcester schools is world-wide and from the doors of its educational institutions have gone forth a sufficient number of graduates to send back to their alma mater a list of freshmen for the education which has made for Worcester much of its best reputation. Worcester may be justly proud of its schools.

Still Insist on Uniform Sky-line

At the time a bill was presented in the Legislature limiting the height of buildings in cities outside of Boston, there was much criticism of the Boston idea. The Worcester Board of Trade went to the Legislature in opposition to the bill and succeeded in killing it after it had reached the enactment stage in the Senate. At the time the Worcester organization took hold of the matter, the Slater building was about to be constructed and the passage of that bill would have made it impossible to have placed the present structure on its selected site. Under the provision of that bill the height would have to be reduced 10 or 15 feet and the rear would have had a terraced effect, as the bill provided that the height could not exceed once and a half times the width of the street it bordered. This means that the rear of the building would have been one and a half times the height of either Pearl or Elm Streets. As these are very narrow streets, it would have given a terraced effect, one half the block being about 60 feet high, while the front would have reached nearly its present height. This criticism came not only from Worcester, but from Lynn and other Massachusetts cities. Springfield joined with Boston in the support of the bill. Springfield is a city of wide streets, and while it may be more attractive architecturally to maintain an even sky-line, to erect buildings in Worcester under the provision of such a

bill would be folly, for the reason that many of Worcester's streets are extremely narrow. It cannot be denied that there is a sentiment in favor of buildings of less height than the sky-scraper design. It is claimed that Boston by advocating such a bill handicapped herself with other cities towards a larger growth. While Boston or no other New England city is in danger of a great number of extreme sky-scraping buildings, it is admitted that New York is overdoing the thing—is sky-scraper mad. The Board of Fire Underwriters in that city have condemned the sky-scrapers. The water facilities cut no small figure in consideration of high buildings. Calvin Tompkins has conceived an ingenious plan for the future construction of New York buildings. He favors the terraced plan, with the taller stories receding from the lower. Such terracing would increase the supply of air and light to the streets below. Whether there is anything feasible or practical in this idea, it is significant as pointing to the fact that there are more and more misgivings as to the desirability of the sky-scrapers' reign. If Boston desires to take timely precautions, it does not follow that Worcester should be limited by reason of its narrow streets to low buildings. Worcester is just as æsthetic and artistic as Boston from an architectural standpoint and believes in an even and reasonable sky-line.

Mayor Cannot Afford to Raise Police

Mayor Duggan has vetoed the order providing for an increase in the pay of police patrolmen, twenty-five cents a day, and the city council committee on police has voted against the increase in the number of policemen. This leaves the police department in its present status, all working for the same pay. The order providing for an increase in their pay was passed by the city council after several hearings before the finance committee and much discussion in both branches of the city council relative to the merits of the case. The policemen have always made out a good case in their own behalf. They have showed that in a majority of New England cities, policemen are paid better wages than in Worcester and this has had a great deal to do in governing the action of the city council. Mayor Duggan was considered by the members of the police department as rather favorable to their proposition. It was not thought by them and by many of the people of Worcester that he would veto such an order. This requires, particularly at this time, considerable courage, and it is a question whether the veto of this measure will make or lose a great number of friends, politically, for the Mayor in sending in his veto to the city council. He does not deny that the policemen deserve more pay and does not criticise in any way the general make-up of or results obtained by this department, one of the most important in the city's make-up. It is simply a financial proposition with him, what he considers a business proposition. There is no money in the treasury which can be used for this purpose. To have approved this order would make it necessary to borrow money for current expenses, and this should never be done unless in a case of absolute necessity. The credit of a city is injured by the borrowing of money for current expenses. Worcester has gained a reputation of having exceptionally good credit. It has the reputation of being able to borrow outside of its debt limit sums of money greater than any city in New England and to borrow money for current expenses would be a serious matter. It is purely a question of no available money that prompts the Mayor to send in such a veto. He also believes that it is an unfortunate time for such an order to pass the city council when the administration is nearing its close and when the heads of the several departments are making demands for additional appropriations to complete their year's work. From a purely political standpoint, Mayor Duggan admits that he stands between two fires, the policemen and their friends one side, and the business men and the conservative citizens on the other. He looks to the business men for the endorsement of his act.

HON. LEDYARD BILL.

"THE high type of the country gentleman," is the way one Worcester paper characterizes Hon. Ledyard Bill, one of the best known public men in Worcester County. Mr. Bill, former State Senator, farmer and author, died October 6, after a sickness from pneumonia. His last work was in connection with the annual fair of the Worcester Agricultural Society, during the details of which he contracted a cold which resulted in the fatal sickness. The funeral took place October 8 at his Worcester home, which was attended by a limited number of friends on account of the physical condition of Mrs. Bill.

Coming to Paxton with a competence in the early '70's, Mr. Bill settled down in that town and gave freely of his time and of his money to the community. He was public spirited in the extreme. He was interested in agriculture and always had an eye on the interests of the New England farmer. He was the father of good roads in Massachusetts.

His tastes were scholarly and he wrote in the somewhat polished style noted in early New England literature. All in all he passed for a fine example of the type of country gentleman which characterized New England communities of a half century ago, but which are found only here and there in the older towns to-day.

Mr. Bill was a typical New Englander and would have been picked out as such anywhere. Born in Connecticut in the middle '30's, he traced his lineage back through Revolutionary to Colonial times. Like many another man to attain note in the community, Mr. Bill had the good fortune to be born on a farm and attain the hardihood incident to such a start in life.

Mr. Bill's Christian name of Ledyard was one that always excited inquiry, and this is the way he happened to be so christened: He was born May 14, 1836, in what was then a part of the town of Groton, Conn. It so happened that on the day of his birth the portion of the township where he first saw the light was being set apart as a new town with the name of Ledyard. The legislative committee attending the exercises requested that the newcome citizen be christened Ledyard in honor of the occasion and the thing was done.

His father was Gurdon Bill, for many years a teacher, then a merchant and later a successful farmer. The family was of old English ancestry, and came as lineal descendants of Philip Bill, believed to have been a son of John and Dorothy Bill, and brother of James and Thomas Bill, all early immigrants to New England. This family appears to have been intimately connected with that of Gov. Winthrop. Deane Winthrop and James Bill lived at Pullen Point, now in the town of Winthrop. Philip Bill and John Winthrop, Jr., went to Connecticut together, locating in Groton, the home for a number of generations of the Bill family.

Joshua Bill, the grandfather of Ledyard, is found on the records as a minute man in the Revolution. He was wounded at the battle of Groton Heights near Fort Griswold. His father was a soldier in the War of 1812, and later served as a member of the Connecticut Legislature.

Mr. Bill's first venture was as a publisher. Going West he established himself in Louisville, Ky. This was in the early '50's, and he built a considerable and successful business there. While here Mr. Bill took an active part in affairs and worked for the preservation of the Union. He was one of the prime movers in the organization of the first Union League Club, formed in Louisville in the winter of 1860-61. This organization spread rapidly throughout the State and into Tennessee, and without doubt had much to do with saving Kentucky for the Union.

Mr. Bill returned North and settled in New York city. There he again set up in the publishing business, being the founder of the Bill Publishing Com-

pany. He severed his connection with it when forced to retire in 1870, on account of ill health.

June 12, 1872, he married in Brooklyn Miss Sophia Earle, a school teacher and a girl born in Paxton, and he located there in 1874.

He always took a deep interest in the welfare of his adopted town. It was largely through his gift of the land for a site that the town felt able in 1888 to erect the Town Hall, which came to fill a longfelt want of its citizens. He was Chairman of the Selectmen at the time, took a prominent part in the exercises incident to the acceptance of the hall by the town from the builders. He also presented to the town the Soldiers' Monument which adorns the village green. He served the town in many capacities, having held the office of Selectman, Overseer of the Poor, Town Treasurer, School Committeeman and Town Clerk.

Mr. Bill was always a warm friend of the farmer and champion of their rights and privileges. This was notable in 1891, when as a Representative from Paxton to the General Court, he was Chairman of the Committee on Agriculture, and worked hard for the passage of the anti-oleomargarine bill. This bill became a law largely through his efforts. He also defeated the noted "salary grab" of the Legislature.

In 1894 and 1895 he was elected State Senator. While in the Legislature Mr. Bill was recognized as the champion of sound legislation. His ability was recognized and he received important committee appointments. He held the Chairmanship of the Committee on Roads and Bridges, and Engrossed Bills, and was a member of the Committees on Agriculture during his term in the House. While in the Senate, he served as Chairman on Agriculture and Education.

A close personal friend of the late Senator George F. Hoar, Mr. Bill was frequently brought in close touch with the great statesman. It was Mr. Bill who bought for Senator Hoar the top of Asnebumskit Mountain, carrying on a land deal which required some six months to consummate.

Mr. Bill was a man of literary tastes and bent. He has published several volumes of interest. To Mr. Bill belongs the credit of having written and published the first book setting forth the desirable features of Florida as a winter resort He has also written a work on Minnesota, "A History of Paxton," and "A History of the Bill Family."

Antiquarian research always had a strong fascination for Mr. Bill. He is a life member of the New England Historical Genealogical Society; a corresponding member of the Wisconsin Historical Society of Madison, Wis.; a life member of Long Island Historical Society of Brooklyn; a member of the New London Historical Society, of Connecticut He is also a member and has served as President of the Oroskaso Historical Society of Worcester County.

NOVA SCOTIA PARKS.

SOME of the people of Nova Scotia know the value of public parks, and how to care for them. Halifax furnishes one example of this. Lying along the Northwest Arm,—a bay from the sea running inland for a long distance,—is a native forest of many acres, of which the city obtained possession not many years ago for its public park. In the preparation of it for the use intended the Commissioners simply left this forest in its native state, providing only driveways and footpaths, leading to little elevations here and there, as resting places, where a pleasing outlook could be secured and enjoyed.

Nature knows better how to make a park than man. If he undertakes to improve on her doings, other than to cause her to appear at her best and afford the most enjoyment of her beauty unadorned, the result is often rather an insult to her than otherwise. This fact those in charge of this park fully appreciated. Hence the result is most gratifying.

We found even a finer illustration of the people's good sense in this respect in the little town of Truro, a hundred miles or more inland, near one arm of the Minas Basin. It has only 6,500 inhabitants. But it has acquired partly by gift and partly by purchase a park of a thousand acres.

The nucleus of it was a gift of twenty-five acres, not far away, lying along a deep ravine, through which flows a stream of water fed by upper springs and watershed. This ravine rises somewhat rapidly and abruptly in places, from the place of entrance, until it reaches the height of three hundred feet, where a reservoir has been built for the water supply of the town. The bed of the little brook is rock of variegated material, chiefly shale and red sandstone, and on either side of it the rocks tower above it to the height of sixty or a hundred feet. Birch and spruce and beach trees line its banks, and wherever a foothold of earth is found, root themselves in the rock crevices, sometimes lifting their tops to the summit of the overhanging rocks, so that the brook is embowered with every shade of green foliage. Its bed is broken by little precipices of varying height, over which it falls very gracefully into deep pools of transparent water where trout would love to lurk were it more secluded.

A driveway, macadamized from the debris of these rocks already crushed by successive frosts, is laid out as far as it can be carried. But footpaths, made of the same material, are constructed along its winding way and over pretty rustic bridges, built out of the small tree trunks that have been cut away in the making of these paths. Rustic seats of the same material are provided here and there, where the scenery is particularly fine and well worth tarrying to see. Some of them are covered with roofs of rustic fashioning to protect visitors from sun and rain.

Occasionally tables are located in well-shaded places for the convenience of family picnics. Side paths leading to some secluded nooks are frequent, also stairways running up to the heights and upper levels above the rocks. It was said to us that the chairman of the Park Commissioners is a confirmed bachelor, and that he has taken particular care, notwithstanding this fact, to provide lovers' lanes and retreats wherever there was an opportunity.

Words fail one in describing the fascination of this beautiful ravine, winding its way into the heart of the thousand acres, until it reaches the reservoir, whose overflow is the chief supply of the stream of rippling, laughing water that courses through it. The peculiar charm of it all is that nothing has been done by the hand of man but what was needful, in order that nature's own handiwork in its formation and adornment might be seen and enjoyed to the full.

The very same treatment is given the uplands on either side of this ravine, much of which is from two to three hundred feet high, affording fine viewpoints of the country in every direction for many miles in circumference. Taken as a whole there are not many parks we have visited that will at all bear comparison with it.

The people of this little borough have reason to be proud of it. It, in turn, is a living testimony to their taste, good sense and love of the beautiful. One cannot be very much surprised, when he mingles with the people of the town and notes in their persons, streets and dwellings the evidence of intelligence, culture and refinement, which will agree with this beautiful park. They maintain a normal school of a high grade, a model farm, or agricultural college we should call it, under government control and excellent public schools. There are eleven churches of different denominations, of which the Roman Catholic is the smallest, and the Church of England the largest, three of them Presbyterian, the pastor of one being a classmate of our fellow townsman, Rev. McCleod Harvey of the First Presbyterian Church. Yet the town does not seem overchurched, for they are well supported and attended by large and devout congregations, especially in the evening. The Sunday spent there was most quiet and orderly in every way. No trains were running of any description, no shops open, no Sunday newspapers. The stillness of the day was such as befits the Sabbath.

E. M.

THE "CRADLE OF OHIO."

THE Rufus Putnam Memorial Association, in which Senator George F. Hoar took an active interest during the latter days of his life, and which, some years ago, purchased the Putnam homestead in Rutland, inaugurated the annual observance of Ohio day, September 14, by appropriate exercises in Rutland, and a reproduction of the original party which left that town more than a hundred years ago to settle in the Northwest. This famous Worcester County town, christened by the historian as the "Cradle of Ohio," was artistically decorated for the occasion and attracted to it a number of the historical people from the East and West.

This annual observance is to illustrate the march to the Northwest, which resulted in the Marietta settlement, which proved of such vast importance to the interest of that great section. The Ohio Company, so-called, was formed in 1786 at a convention gathered for the purpose, in which General Rufus Putnam was the leader. This Revolutionary soldier was fifty years old when he led the associates of the Ohio Company in their wintry journey through the snows of the Alleghenies and down the Ohio River to Marietta, where he resided until his death in 1824 at the age of eighty-six.

Probably no celebration in Massachusetts or New England has ever taken place which took on so unique details, and which was so original in its conception. These details were left to the management of the Rutland Historical Society, while the principal observance was under the immediate direction of the Putnam Memorial Association, of which Hon. Carroll D. Wright is President, and in which Mr. Edwin D. Mead has for years been a prominent factor. The Putnam house, which is maintained by the Association, is situated about half a mile from the centre of the little town and along the route of this historical spot and the village were gathered several hundred people. The parade illustrated the original Ohio party was formed at the Putnam house, and marched to the church in the public square. It was headed by Charles R. Bartlett, who impersonated the character of General Rufus Putnam, and the reproduction was particularly striking. It consisted of ox teams, cattle and what is known as "prairie schooners," in which were seated the impersonators of the original Rutland families. So unique in its character was the make-up of this little procession that the originals and the impersonators are here given:

General Putnam—C. R. Bartlett. Behind Putnam was the General's two-horse carriage, driven by Albert F. Wales, as William Rufus Putnam. Seated in the carriage was Mrs. Persis Putnam (Mrs. Alice M. Wales), the General's wife, and his daughters, Elizabeth Putnam (Miss Edna Wheeler), Mrs. Christopher Burlingame (Mrs. H. Edward Wheeler), and Putnam's grandchildren, Maria Burlingame (E. Gleason and Su-Maria Burlingame (Phyllis Wheeler). Following the carriage was one of Putnam's ox teams, in charge of teamster William Branning (William Hunt, Jr.).

The oxen on this team are owned by William J. Hunt and Roland C. Prescott. In the wagon were Christopher Burlingame, Putnam's son-in-law (Ernest Hilton), Persis Putnam (Mary Dickson), Abigail Putnam (Catherine Putnam), both daughters of General Putnam, and Samuel Bridge (Parmelee F. Drury).

Another of Putnam's ox teams was driven by teamster Samuel Porter (Leslie Prescott). The oxen are owned by William Jefferson of Hubbardston, and one yoke from the temporary industrial camp for prisoners at West Rutland. In this wagon were Putnam's son, Edwin Putnam (William J. Prescott), and daughters, Patty Putnam (Mildred Ballard) and Katharine Putnam (Linda Hanff), also three children of Israel

Stone, Benjamin Franklin Stone (Harold Dickson), Christopher Columbus Stone (Rufus Putnam), Polly Buckley Stone (Bernice Putnam).

The remainder of the Stone family was in Mr. Stone's ox team in charge of a son, Sardine Stone (Roland Prescott), Mrs. Israel Stone by Mrs. Jennie E. Graton and children, Matilda Stone (Esther Wheeler), Lydia Stone (Nora Gleason), Israel Stone, Jr. (George A. Putnam), Augustus Stone (Ludovic Hanff), and Charles Mills (J. Percival Nourse).

Three cows, to represent those taken by General Putnam, were led behind the ox teams and one, to represent Stone's cow was behind his team; also an animal, to represent Putnam's bull, was led by Charles Mills.

The oxen on Stone's team came from Oakham and are owned by Horace W. Lincoln and George N. Briggs.

The wagons were covered each with a canvas top and were made something like the prairie schooners seen years ago crossing the plains. After the party left the house it proceeded east toward the village, going around the Common and stopping in front of the Congregational Church, where all got out of the teams and entered the church, the teams being left in charge of the drivers.

Several old-fashioned costumes were seen, some of them nearly 100 years old, while others were made up to represent the clothes worn during Revolutionary days.

The morning exercises took place in the Congregational Church immediately after the parade, the address being by Rev. James A. Solandt, who said in part:

"It is well for us to turn aside for a few minutes to hold religious service here. We shall not try to imitate their service. We will draw attention to the goodness of God and to that which made the life of the early New Englander of most value to the times in which he lived and to succeeding generations.

"We like to hope that the world is growing better and the optimistic point of view is one that we should do our utmost to cultivate, at the same time for many of the best things we have to look backward.

"For many of the best things in human history we have to look backward. In painting, sculpture, music, poetry, oratory and philosophy we must look backward to find the masters. In the highest art of all, the art of living nobly among his fellows, there is no class of men that has equaled the early New Englander. His most distinguishing trait was a high sense of justice, and this he derived from a deep religious life. This gives the enduring quality to their undertakings and gave them that keen discrimination for the things that were of the utmost importance. They easily solved many of the most difficult problems of national life. They separated church and state, established public school systems and founded a government. All this was accomplished while subduing the untamed forces of nature and defending themselves against the Indians.

"While just, they were also tenderhearted in a righteous cause, and the few men that fell on the field of Concord and Lexington stirred their hearts so that they threw off the unjust rule of the mother country.

"It is just in these things that we fall so far behind the early New Englander.

"No lofty sense of justice is to be found in the public mind. The greatest efforts must be made continually to protect ourselves from our own citizens. From the Golden Gate of the Pacific to the Boston harbor, it is the same story of injustice and dishonesty.

"In many places our so-called courts of justice are a mere farce. Here in Massachusetts, on ground made sacred by the noble lives of the pioneers, our courts are the stem upon which crime and rowdyism grow. Justice is the very foundation of national life and is the foundation of the highest political, industrial, commercial and social movements in the life of the community.

"To make our nation correspond to the foundations laid by the early New Englander, we must return to that high sense of justice that characterized the early history of the colonies."

Between the morning and afternoon exercises there was a dinner at the

Rutland Hotel, at which were the representatives of the Memorial Association, and at which time the annual meeting took place. Hon. Carroll D. Wright presided and the minutes of the last meeting were read by Secretary Nathaniel Paine, and the report of the treasurer was made by H. E. Hill. The officers elected are: President, Hon. Carroll D. Wright, Worcester; vice-president, Hon. Henry A. Marsh, Worcester; secretary, Nathaniel Paine, Worcester; treasurer, Henry E. Hill of Worcester; executive committee, Hon. Ledyard Bill, Paxton, Charles R. Bartlett, Rutland, and Louis M. Hanff, Rutland.

At the table were Hon. Carroll D. Wright, Arthur F. Estabrook, Mr. and Mrs. Nathaniel Paine, Hon. Henry A. Marsh, Henry E. Hill, E. A. Engler, Dr. and Mrs. G. Stanley Hall, Mr. and Mrs. A. George Bullock, Mr. and Mrs. Burton W. Potter, Eben F. Thompson, Miss Mary Hoar, Hon. Charles A. Denny of Leicester, Mr. and Mrs. Charles R. Bartlett, Louis M. Hanff, Mr. and Mrs. Ira G. Dudley; Col. Homer Lee, New York, representative of the Ohio Company Associates; H. C. Long, representative of the Western Society, Boston; Prof. Archer B. Hulbert, representative of Marietta College, Miss Mary Bacon and Miss Bartlett of New York.

The principal exercises of the day were in the Congregational Church at 2 o'clock, President Wright having charge of the programme. His brief address was of special importance dealing as it did with the Ohio movement and the passage of the ordinance of 1787. His speech is:

"We are met this afternoon to commemorate the movement of population from the East to the West, and, further, the passage of that great ordinance of 1787 forever prohibiting slavery in the Northwest.

"These great events are intimately connected with the life and action of General Rufus Putnam, for some years a resident of this town. It is one of the satisfactory elements of our time that states and localities are organizing societies for the preservation of historic places, and places of scenic beauty. There are a number of such organizations, and they are doing much to preserve the best of the past and to keep before our minds the actions which made the places historic.

"It is our business to see to it that the residence of General Rufus Putnam is preserved for all time, that students and patriotic citizens may gather inspiration from the very existence of so important a place.

"We much regret to-day the absence of our friend, Edwin D. Mead, who took the initiative in securing the Rufus Putnam home. His efforts interested the late Senator Hoar, and the result has been that out of these two movements the Rufus Putnam Memorial Association was created and the Putnam place purchased as a place of interest and of historic value. I know of no better way of teaching history than by such beautiful and interesting object lessons. It is something more than a page or a volume; it is something more than a lesson or a lecture; it is a direct and impressive example of true historic interest.

"While the movement from Massachusetts to Ohio began in a very small way at Hamilton, through the influence of Rev. Manasseh Cutler, an associate of General Putnam, the chief movement began here under the plans arranged and perfected by General Putnam himself, having of course the advice and suggestions of his associates. The work of General Putnam resulted in the organization of the Ohio Company, a body of forty-eight men who arrived in Marietta, April 7, 1788, on board a galley with the very appropriate name of "Mayflower."

"This significant movement, beside the grand lesson of freedom resulting from it, had in it elements of most abiding and far-reaching influence. Putnam and his associates had been endeavoring to secure a grant from Congress, and they insisted that the grant should be accompanied by an ordinance prohibiting slavery in the Northwest. This measure had the approval of Washington and Jefferson, and yet it was pending in Congress three or four years, being pigeon-holed or pocketed by the committees to which it was referred. Finally the Reverend Cutler went to New York,

where Congress was then in session, and on the 10th of July, 1787, the ordinance was newly modeled, reported to Congress on the 11th, and in three days passed almost unanimously. Cutler made some threats, but the question may be asked, Why was it that Congress accomplished in three days what had been under discussion between three or four years?

"Rev. Mr. Cutler tells the story himself, and it is in this story that those of us who are disposed to grumble on account of the corruption of our own time —largely the work of muckrakers and not of fact—may learn a very severe lesson as to how things were done by those patriots who carried through great measures and who saved this country from the blasting influences of the general condition of slavery.

"Put in simple language of the present time, this statement means that out of 5,000,000 acres the Ohio Company had to give away a portion and assign three and a half millions to secure the other million and a half. Truly they indulged in the real spirit of negotiation. Who the members of Congress were, what committee, what principal characters of America acquired a part of the three and a half millions of acres, we do not know. It would be an interesting revelation and one expressive of the fact that great movements require great sacrifices.

"But the three and a half millions of acres which secured the passage of the ordinance of 1787 was an exceedingly low price for so great a benefit. We may now, with an improved public conscience, condemn the method, but we are glad to participate in the magnificent results of the Great Charter of 1787."

Following President Wright were messages of greeting from Prof. A. B. Hulbert of Marietta College, who spoke of Rufus Putnam's part in founding Marietta. He was followed by Col. Homer Lee, vice-president of the Ohio Company Associates of New York. He said:

"The name and fame of the noble patriot whose memory we are to-day recalling and perpetuating, and whose deeds we desire to commemorate in this beautiful town, belong to no one locality. They are revered in the West, the scene of his later life and exploits, and the place where his ashes are interred, together with those of his companions and co-workers, as well as in his New England home, or, rather, should it not be said they belong to the whole country and have become a national pride and glory.

"The manifest and predominating traits of his character, patriotism and devotion to his country, to his friends and neighbors, inspired a hope and promise, but the further and more complete development of these traits, to the West, became the full fruition.

"The original Ohio Company of Associates was organized, as you are aware, by a group of Revolutionary soldiers under the lead of General Putnam, April 25, 1786. This was at a meeting in the old 'Bunch of Grapes Tavern' in the city of Boston, and the results growing out of this meeting have been of incalculable value to this nation.

"It was through the persistency of members of this original organization that the great ordinance of 1787 for the government of the Northwest territory was passed in its final form by the Continental Congress, and that other compact so closely connected with it, and known as the Ohio contract, was made, authorizing the sale of lands to the Ohio Company.

"The present Ohio Company of Associates was organized and incorporated by a small group of the sons of Ohio, Nov. 29, 1902, on the 100th anniversary of the admission of the State into the Union. Not all authorities, however, agree upon this particular date, and there are plausible reasons and claims advanced for six other dates. Ohio might, therefore, be called the Birthday State, as well as the Buckeye State. The special work of this company is to perpetuate the memory and the achievements of the pioneer company.

"As one method of accomplishing this purpose, this company has undertaken to erect a chain of memorial tablets commemorating the stirring events of historic interest from the period when Ohio was a vacant territory to the time when she became a 'new state northwest of the river Ohio,' in order that the lessons of the lives of these founders may be im-

pressed upon the minds of the youth of the present and coming generations. These tablets of imperishable bronze will be placed upon sites where perpetual preservation and care will be assured.

"So far as can be learned, this plan of a chain of tablets is the first attempt at such commemoration of historic events.

"The first of this chain of tablets was placed upon the walls of the sub-treasury in New York city, which stands upon the site of the old Federal Hall, in which the Continental Congress passed the great ordinance of 1787. This tablet was installed Nov. 29, 1905, with appropriate and imposing ceremonies.

"The second tablet is at Marietta, the site of the first settlement in Ohio, the home and final resting place of General Putnam, the great leader, and his comrades, whose bodies lie buried in the Mound Cemetery, which contains the remains of more Revolutionary officers than any other burial spot in the country.

The campus of Marietta College, which institution has become the custodian of the ancient documents of the Ohio Company of Associates, including the original records and the correspondence of General Putnam, was selected as the most appropriate spot.

"This event was celebrated on the 18th day of October, 1906, accompanied by interesting and imposing ceremonies, and was participated in by Hon. C. W. Fairbanks, vice-president of the United States, Governor Harris of Ohio, and other notable people, and the tablet was unveiled by Mrs. Alice Roosevelt Longworth.

"The plate is mounted upon a magnificent block of granite, located on the college campus, in front of the new library building, which was donated in part by Andrew Carnegie, and contains the precious papers and letters of General Putnam, George Washington, Manasseh Cutler, and others, which have at last found a place of safety.

"The President of the present Ohio Company of Associates is Hon. Whitelaw Reid, ambassador of the United States at the Court of St. James. The first historian of the company was the honored and revered George Frisbie Hoar, late Senator from this State, residing in your neighboring city.

"Let us hope that the honors paid to the memory of this noble and distinguished pioneer and the commemoration of his exploits and achievements by the chain of tablets, will serve as an inspiration to our own and future generations, and in some measure teach and inculcate the lessons to be derived from the contemplation of a life and character in which patriotism, devotion to duty and love of individual liberty are such predominating features."

Henry C. Long of the Western Society of Boston spoke of the great number of western men who are at the head of the various educational institutions of the East, and who are occupying pulpits in New England, saying that we want more of the western energy and push of the western men, especially in Boston. He invited any western man in the audience to join the western society of Boston.

The last speaker was Prof. James K. Hosmer, who spoke on New England and the West. He spoke of New England in three centuries and its influence on the West.

In closing his address, Professor Hosmer said:

"In the nineteenth century the main thing is our western expansion, and here it is that the spot on which we are gathered to-day has singular significance. It was here that the Old New England hive first swarmed, and it was Rufus Putnam who led the first band out of Rutland to the Ohio valley."

REVIEW OF THE MONTH.

A REVIEW of September and early October presents an interestering series of occurrences compiled for the Magazine.

Mrs. Sarah E. Sumner, widow of George Sumner, died at her residence, 6 Bowdoin Street, September 7, aged 80 years, 7 months and 26 days.

She was Miss Sarah E. Richardson, born in Nashua, N. H., January 13, 1827, a daughter of Charles L. and Mary (Locke) Richardson, who afterward lived at Manchester, N. H., and then Worcester. In 1857, she married George Sumner, of the firm of Barnard, Sumner & Company. Four children survive, George R. Sumner, Baltimore, Md.; Mrs. William D. Sewall, Bath, Me.; Mrs. Albert G. Liscomb, New York, and Edward P. Sumner, vice-president of the Barnard, Sumner & Putnam Company, who resides at 48 Fruit Street, Worcester.

Death was the result of hemiplegia, affecting the right side, and Mrs. Sumner experienced the first attack between three and four years ago.

At the children's exhibition of the Massachusetts Horticultural Society in Boston, September 7, Roger Newton Perry, 13, and Allen W. Hixon, 5½, both of Worcester, won first premiums on flowers and vegetables. Allen Hixon also took a second prize on vegetables.

Roger Perry has taken first prizes at the Massachusetts Horticultural Society children's shows since they were started by the society, and this year was awarded $8, the first prize for the best collection of vegetables being $5, and for the best collection of flowers, $3.

He had seventeen different kinds of vegetables in his collection, including carrots, beets, Swiss chard, red, white and yellow onions, green peppers, sweet corn, two kinds of beans, three kinds of cabbages, celery, lettuce, turnip, pumpkin, cucumber, parsley and squash.

His collection of flowers consisted of sweet peas, bachelor's buttons, pansies, verbenas, zinnias, balsam, petunias and asters.

Roger Perry is the son of Dr. and Mrs. Charles H. Perry, 82 Park Avenue. He is 13 years of age and greatly interested in both the growing of flowers and vegetables. He sells the products of his vgetable garden and has already made many dollars this year.

Little Allen Hixon, who took second prize for vegetables, was the youngest exhibitor in the hall. He is but 5½ years old, and is in grade 1 at the Gates Lane school. He is the grandson of Adin A. Hixon, secretary of the Worcester County Horticultural Society, and has handled flowers ever since he was able to toddle about.

The New England Baseball League closed September 7, Worcester winning the pennant by an easy margin of games. The season was successful financially. The team is owned by Jesse C. Burkett and John J. O'Donnell.

Edward B. Simmons, of Colgate Theological Seminary, Hamilton, N. Y., son of Rev. Charles E. Simmons of Worcester, and a graduate of Classical High School, class of 1900, was ordained a Baptist minister in First Baptist Church, September 9. The right hand of fellowship was given by his father.

J. Arthur Roy, one of Worcester's progressive and widely-known French speaking citizens, died at his home in Worcester Sept. 11. He published for many years the Worcester-Canadien, a directory of all the French-speaking people in Worcester.

His last work was to print the programme for the celebration of the patronal feast day of Clinton branch of the Artisans Canadiens Francais.

J. Arthur Roy was born in Bourbonnais, Ill., April 30, 1857. He was the son of Hilaire L. Roy, one of the oldest Canadian citizens of Worcester. The elder

Roy assisted in the rebellion in Canada of 1837-38. The father came to the United States in 1853, and in 1879 came to Worcester. He died in 1900.

When still a young man, J. Arthur Roy went to Canada to learn the printing trade in the office of the Franco-Canadien of St. Jean, P. Q.

In company with L. H. Bourguignon, proprietor of "L'Independent" of Cohoes, N. Y., he went to Chicago April 6, 1875, and afterward visited the principal cities west of Ontario. He came to Worcester Oct. 13, 1879, and at once joined the typographical department of the Telegram when it was founded. There he remained until five years ago, when he started a printing shop of his own.

He founded Le Worcester Canadien Nov. 4, 1886, which was published yearly up to his death with the exception of 1905, when he was unable to attend to its work through sickness.

He married Miss Thaise Bernard, daughter of Mr. and Mrs. Joachim (Esperance Goyette) Bernard, of St. Athanase, P. Q.

Rev. Frederic C. Lauderburn, curate at All Saints' Episcopal Church since January, 1906, resigned that position Sept. 12, and entered the teachers' college of Columbia University Oct. 1 for a course of study.

City Clerk Enoch H. Towne, for nearly thirty-one years city clerk of Worcester, resigned his position Sept. 12 on account of ill health. His son, W. Henry Towne, was elected to succeed him.

City Clerk Towne was one of the oldest city officials in point of service. He was made city clerk Jan. 1, 1877, upon his appointment by Mayor Charles B. Pratt.

Because of failing health and the feeling that he is unable further to attend to the duties of his office, Mr. Towne resigns that he may be free from the responsibility, and take a rest from business cares that he feels is necessary.

He was born in Easton April 14, 1835. He went to the schools of that town, and in December, 1859, came to Worcester. He engaged in the grocery business. He was elected to the Common Council in 1871, and served in that body until 1874. His last year in the Council he was President of the body. He was Representative in the state Legislature in 1875, and was elected assessor the same year, and served until 1877, when he was made city clerk.

Mr. Towne has been unanimously elected city clerk every year except one, when Eugene M. Moriarty opposed him. There were eleven Democrats in the City Council that year, and Mr. Moriarty received seven of the Democratic votes.

George L. Southwick, 6 Loudon Street, Worcester, was killed in the Quebec express wreck near Canaan station, on the Concord division of the Boston & Maine Railroad September 15, when thirty persons were killed and twenty-eight injured. Mr. Southwick was a traveling man, 61 years old, representing Davis & Wheeler, fancy dry goods manufacturers, 88 Front Street, also a Boston firm. He was born in East Douglas, but came to Worcester six years ago. He leaves a wife and one son, Alfred L., formerly of the Worcester Gazette editorial staff, now of the Boston American.

Patrick Mullins, one of the most widely known residents of Worcester, died at his home on Chandler Street, September 15, from heart disease. He had been in poor health since May 8, when he experienced a slight stroke of apoplexy.

Patrick Mullins was sixty years of age, born in County Waterford, Ireland. He came to the United States forty years ago, and although he came to Worcester at the time, he did not remain, going to Saxonville, where he did machine work and was also a night watchman. Being of a sound financial disposition he saved his money, and when he came to Worcester thirty-five years ago for permanent residence, he had gathered enough to equip a grocery store on Chandler Street, where he has always maintained it. By industry and thrift he built up a considerable fortune.

He was married thirty-five years ago, and six children were born. He leaves two children.

Surgeon George H. Hill of the Worcester Fire Department, while attending the State Convention of Firemen, Fall River, September 14, saved a woman from death during a fire. Mayor John T. Coughlin has written Mayor John T. Duggan the following letter:

"Executive office, city of Fall River,
"Sept. 14, 1907.

"Hon. John T. Duggan, Mayor of Worcester:

"My dear Mr. Mayor—On behalf of the citizens of Fall River, I desire to commend the action of Dr. George H. Hill of the Worcester Fire Department, who, in responding to an alarm in this city at a late hour last Thursday night, was instrumental in restoring to consciousness a woman who was overcome by smoke. His promptness materially aided in saving her life. I now fully realize through the incident the great need of establishing the office of surgeon in our Fire Department. Very respectfully,

(Signed) "John T. Coughlin,
"Mayor."

At the meeting of the City Council, September 15, Harry H. Greene was elected Assistant Street Commissioner to succeed C. M. Edwards, resigned. He is son of Warren W. Greene, buyer for the Barnard, Sumner & Putnam Company, and is twenty-nine years old. He has been assistant engineer in charge of road construction in Oswego County, New York.

Since becoming an engineer in New York he has been employed on highway construction by the State, with headquarters in Syracuse. He went to the public schools in Worcester, and was graduated from Worcester Polytechnic Institute in 1902.

In 1903, entered the employ of the State of New York in macadam road work, being employed on original surveys, relocations, estimates and quantities and costs of final laying out and construction. In the summer of 1906 he superintended the construction of Mt. Upton, Rockdale and Guilford roads in Chenango County. During the summer he was located in Oswego.

Mr. George G. Hildreth, of the firm of Hildreth & Putnam, undertakers, retired from the firm September 20, after completing fifty years in the business.

Mr. Hildreth is eighty-two years of age, and was born in Brattleboro, Vt., August 10, 1825. He removed to Chesterfield, N. H., with his parents when he was four years old, and with them afterward lived in Harvard.

When about seventeen years old, he came to Worcester, and in 1842 worked at carpentering under Mason H. Morse, and followed this occupation for six years. Then he went to the Osgood Bradley Car Shops. He afterward went to work for Willard & Williams, manufacturer of woolen machinery, and in 1855 began manufacturing coffins.

Two years later he began the business of furnishing undertaker, and his first partner was Richard Barber. Subsequently Mr. Hildreth bought out this partner, and William E. Hall became junior member of the firm. Henry C. Willson and J. W. Nye followed in turn, and about nine and a half years ago Mr. D. A. Putnam, who has acceded to full control, became Mr. Hildreth's associate.

The twenty-fifth anniversary of the home-coming of Rev. Bernard S. Conaty after ordination as a priest at Aix, France, was observed at Sacred Heart Church, Sunday, Monday and Tuesday, September 22, 23 and 24, by a silver jubilee.

The jubilee service was in the church, and consisted of a solemn high mass, at which Fr. Conaty was celebrant. Three bishops, four monsignors and sixty priests graced the occasion with their presence, and the capacity of the church was taxed to its limit to seat the large congregation of parishioners who attended.

Clergymen from every Catholic church in Worcester were present, as well as from many of the parishes in the Springfield diocese. Beside these there were priests and dignitaries from other States, among them being Bishop T. J. Conaty, brother of Fr. Conaty, who was formerly pastor of Sacred Heart Church, and who

is bishop of Los Angeles. Several priests from the West accompanied Bishop Conaty, as did also Rt. Rev. Philip J. Garrigan, Bishop of Sioux City, Ia. Rt. Rev. Thomas D. Beaven, Bishop of Springfield diocese, sat on the throne during the mass. All of the clergymen were attired in their vestments of office.

Fr. Conaty sung the mass in a clear, strong voice, and during the delivery of the sermon by Rev. Owen A. Hill, S. J., was much affected. Among the clergymen present was Rev. John H. McGrath, Clayville, N. Y., a classmate of Fr. Conaty during their seminary days, and who was ordained with him in France. Rev. W. E. Foley and Rev. M. J. Ahern of Rochdale, former associates of Fr. Conaty, were his assistants in celebrating the mass.

The music of the solemn high mass was elaborate, and was celebrated by Fr. Conaty, the jubilarian, with Rev. W. E. Foley, Williamstown, as deacon; Rev. M. J. Ahern, Rochdale, sub-deacon, and Rev. Francis J. Conaty, a nephew from Los Angeles, as master of ceremonies.

Rev. P. R. Phelan, Holyoke, was assistant priest, Rev. John H. McGraw, Clayville, N. Y., and Rev. E. S. Fitzgerold, Holyoke, were assistant deacons; Rev. Thomas P. Smith, Northboro, was assistant master of ceremonies, and Rev. Owen A. Hill delivered the sermon.

Beside these, there were inside the sanctuary, Rt. Rev. Thomas J. Conaty, Los Angeles, with Rev. Thomas J. Murphy, S. J., Holy Cross College, and Rev. Charles Crevier, Holyoke, as assistants; Rev. Philip J. Garrigan, Sioux City, with Rev. E. J. Conaty, Sioux City, and Rev. Dr. John J. McCoy, Worcester, as assistants: Rt. Rev. Mgr. P. J. Harkins, Rt. Rev. Mgr. Griffin, Rt. Rev. Mgr. J. S. M. Lynch and Rt. Rev. Mgr. Thomas A. Magennis.

Following the religious services in the church a banquet was served to the visiting clergymen in Sacred Heart Hall. Rev. T. S. Donoghue, curate at Sacred Heart, was master of the feast, and Rev. W. E. Foley, Williamstown, toastmaster.

The toasts were: "Our holy father," responded to by Rt. Rev. Thomas D. Beaven; "The church in our country," Rev. Thomas J. Conaty; "Our seminary days in France," Rev. John H. McGraw; "Our priesthood days," Rev. E. D. Fitzgerald, Holyoke; "The clergy," Rt. Rev. Mgr. J. S. M. Lynch, Utica, N. Y. The toasts were followed with a response by Rev. Bernard S. Conaty, the jubilarian.

On Monday there were church services with a reception in the evening, at which Mr. F. P. McKeon, on behalf of the parishioners, presented Fr. Conaty a purse of $1,725. Tuesday there were church services and a reception to the children in the evening.

In the Republican caucuses, Tuesday night, September 24, District Attorney George S. Taft, of Uxbridge, was renominated, his opponent being Senator Allan G. Buttrick, of Clinton. Mr. Taft received 181, and Mr. Buttrick 30, of the 219 delegates and 8 were doubtful. In the first Senatorial district, comprising Wards 4, 5, 6, 7, 8, 9 and 10, Worcester, Elmer C. Potter won the nomination over Dr. Julius Garst, 31 to 16 delegates. In Ward 2, Representative Alonzo F. Hoyle was renominated in a three-cornered contest, in Ward 7 L. B. Stone defeated Charles D. Thayer for Representative nomination, and in Ward 10, Robert M. Washburn defeated Dana M. Dustan and Charles Nutt for Representative nomination, securing a plurality of one vote, which was increased to two on a recount.

Miss Grace Peckham Baldwin, daughter of Mr. and Mrs. C. C. Baldwin, and Rev. Israel Losey White, of the editorial staff of the Newark Evening News, were married in All Saints' Church, September 25, the ceremony being performed by Rev. Thomas F. Davies, rector of the church.

After a full hearing before the City Council Committee on Finance on the petition of the American Steel & Wire Company to purchase the city's rights in North Pond, or Indian Lake, Sept. 26, it was voted not to accept the proposition of the Wire Company.

Mayor John T. Duggan, September 28, vetoed the order passed by the City

Council providing for an increase of twenty-five cents a day in the pay of policemen.

In the annual football game between Worcester Academy and Worcester Polytechnic Institute September 28, the Academy team beat their opponents, 22 to 0.

The Industrial School Commission met at Board of Trade rooms, September 28, every member of the commission being present, and announced that it had agreed upon these points:

That Worcester should establish a vocational school for boys of high school age as soon as practicable.

That the school be established for the study of mechanical trades first.

That the school must have shop and schoolrooms combined.

That skill with tools should be the basis and foundation from which other educations may be built.

The special committee of the commission, consisting of M. P. Higgins, Cornelius J. Carmody and John R. Back, to look for the proper location of a school and also for proper equipment, has made some progress, and reports that it will probably be found necessary to lease suitable land and buildings for the mechanical school. At last night's meeting Prof. George I. Alden was added to that committee.

Chairman M. P. Higgins made the following statement in its connection:

The commission has been hard at work all summer on the general plans and details for a trade school for boys. All features of the subject of industrial education have been patiently considered and discussed.

Thus far every plank laid in our platform of work has been by unanimous agreement. We have no doubt of the advisability and wisdom of having industrial schools in Worcester.

To refuse to take such steps would place Worcester in the rear rank of educational and industrial enterprise, while there are many reasons why Worcester should stand in the first rank.

The Worcester Music Festival for 1907—fiftieth year—closed on the night of Oct. 4, after one of the most successful years, artistically and financially, in its history. On the first and last night many were turned away, unable to purchase tickets, and all of the concerts and rehearsals were largely attended. The feature of the Festival was the first public presentation of "Job," a dramatic poem, written for the fiftieth Festival by Frederick S. Converse, assistant professor of music at Harvard University. There was also given "Hora Novissima" by Prof. H. W. Parker of Yale University, and at the Festival both Mr. Converse and Professor Parker were present. The production of "Job" was pronounced by the critics a splendid work, and in response to a demand Mr. Converse was introduced to the audience at the conclusion of the work Wednesday night, Oct. 2, by Mr. Wallace Goodrich, the conductor. The best done work of the week was "Hora Novissima." The Festival marked the retirement as choral conductor of Mr. Goodrich, whose duties in Boston prevent his continuing with the Worcester festival. He will be succeeded by Mr. Arthur Mees of New York, formerly associate conductor of the Theodore Thomas Orchestra, and chorus conductor of the great Cincinnati festival. Mr. Mees was at the Festival during the week.

The receipts of the Festival from all sources will amount to about $13,000. It is expected that the association will have a surplus of about $1000 after the accounts are balanced.

In the Worcester County tennis championship games this season, Mr. C. H. Collister of Gardner beat Dr. W. L. Jennings of Worcester in the challenge game in straight sets. In the doubles Chester T. Porter and Mr. Collister beat Walworth and Pillsbury of Newton three out of four sets. In the women's county championship, Mrs. William Brazeley of Uxbridge beat Miss Gertrude Strauss of Worcester in straight sets. In the women's doubles Misses Gertrude Strauss and Gertrude Clapp, Worcester, beat Mrs. Annabel Fansnaught and Miss Catherine Olney, Leicester, in straight sets.

WORCESTER BOARD OF TRADE.

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Committee on Membership—Louis H. Buckley, Charles M. Smith, Henry E. Townsend, William J. H. Nourse, Gustaf A. Berg.

The widening of Shrewsbury Street has reached its third section, which includes the work planned for 1908. This will be a more expensive job of either of the first or second sections, which are now practically cleared up. The cost of taking the land and buildings in the first and second sections will amount to $85,000, more than $81,000 having already been paid. This is about twice the amount of the original estimate for these sections.

The Worcester Board of Trade has been in communication with a representative of the Pennsylvania Metal Culvert Company of Warren for a New England location. This company is planning to establish branches in the South and East, and desired to make Worcester the headquarters of the New England branch. The board has been looking up locations and other matters connected with the business, and has good reason to believe that this enterprise will be brought to this city.

Central Building Company, Worcester, has the contract to build a chapel for the Pomfret School in Pomfret, Ct. It will be of field stone, 114 x 85 feet.

The B. G. Luther Company of Worcester has been organized under Massachusetts laws to succeed B. G. Luther & Company, manufacturers of woodworking machinery. The new company has a capital of $20,000; the stockholders are B. G. Luther, A. W. Walls, F. C. Smith, Jr., of Worcester.

Geo. H. Cutting Company has been given the contract to build for Reed & Prince Manufacturing Company, on Duncan Avenue, a building of brick construction, 224 x 82 feet, five stories high, at an estimated cost of $60,000.

That the new union station will be in Washington Square, despite all rumors that this plan might be circumvented, would now seem to be established, as all the tenants in the coveted territory have been notified to vacate by April 1, 1908.

Already, a number of them are planning to take up locations elswhere. The rents are now being collected for the railroads by Charles Kabley and Charles L. Gates, real estate dealers of Worcester.

The real estate situated next to the Consolidated carbarn at Barber's Crossing, consisting of 109,727 square feet of land, has been sold at auction by H. M. Clemence. The purchasers were C. C. Whitcomb and H. M. Clemence. The purchase price was $8229.53, subject to this year's taxes. The purchase was for an investment.

The property has a frontage of 320 feet on the Boston & Maine railroad and 322 feet on Barber Avenue. In addition, it has sewer, street car and city water facilities.

Fred Maddison, M. P., London, Eng., formerly Mayor of Hull, Eng., the guest of Rev. Arthur L. Weatherly early in October, visited City Hall with Mr. Weatherly, and had an audience with Mayor John T. Duggan. Mr. Maddison praised Worcester for its school system, which he says is better than the system in England. He condemned the system of building roads, saying the roads of the United States are not as good as the roads of Great Britain, in that the foundation is not so substantial or firm.

THE WORCESTER MAGAZINE

Vol. X. NOVEMBER--1907 No. 11.

Magazine and Municipal Comment.
Mr. Obadiah Brown Hadwen.
Reminiscences of a Worcester Author.
Review of the Month.
Public Opinion and Commercial Credit.
Board of Trade Notes.

DEVOTED TO

Good Citizenship and Municipal Development

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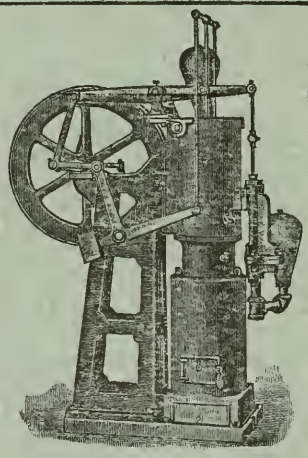

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Foster, Commercial and Mercantile Streets
WORCESTER, MASSACHUSETTS

Obadiah B Hadwen

The Worcester Magazine.

VOL. X. NOVEMBER, 1907. NO. 11.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

Worcester Idea Put into Effect

The town of Southbridge, the home of the largest optical works in the world and the oldest cutlery company in this country, gave an industrial exhibit in its town hall during the week October 21 to 26, inclusive. This exhibition was visited by a number of Worcester manufacturers, business men and representatives of the Board of Trade. It was a pronounced success and Worcester certainly should show to the world its manufactures in a similar way. An industrial fair on an elaborate scale was suggested in a report of the Secretary of the Board of Trade three years ago. It was believed at that time that such an exhibit was feasible, and it is believed now that it would be an excellent thing for Worcester to-day. By reason of its diversified industries, the showing that Worcester would make would be wonderful and would attract strangers from long distances. Such an exhibit should be made permanent; there should be a central place where the industries of Worcester could be inspected by strangers the year round. In connection with the Southbridge exhibit an interview was printed with Hon. Charles G. Washburn, Congressman from the Worcester district, himself a manufacturer and whose views on this subject are entirely practical. He says the question of a big industrial exposition for Worcester is one that is favorably considered by many prominent men of the city. He urged for a building for this purpose and suggests that the Board of Trade feel the pulse of Worcester manufacturers in this respect in order to test the popularity of the movement for an industrial exhibition next year.

Mr. Lytle for Vice-President

At the meeting of the State Board of Trade in Boston in October, the Worcester Board was represented by Mr. George F. Booth, president, and Hon. William A. Lytle, former president and delegate. Mr. Lytle was elected Vice-president of the Massachusetts State Board at that meeting. Mr. Charles E. Adams, of Lowell, who has served as President of the State Board for seventeen years, declined re-election and Judge Lloyd E. Chamberlain of the Plymouth County Probate Court was elected to succeed him. In retiring he urged legislation that will provide for bi-ennial State elections and bi-ennial sessions of the

Legislature and declared against the extension of the referendum to matters of State legislation. The meeting was one of unusual activity, many subjects being taken in.

Construction Business Moves Forward

Official building reports from fifty of the leading cities of the country—received by the "American Contractor," New York, and tabulated, show in the aggregate value of building permits granted in June, 1907, as compared with those for the corresponding month of last year, very nearly equal, the losses slightly predominating. Some cities show astonishing gains and other equally remarkable losses. This is largely due to the issuance of large single permits during June, 1906. For the most part the construction business of the country is moving forward in an orderly, conservative and highly satisfactory manner, the total reported loss being a very small fraction of one per cent. When the immense amount of building done last year is taken into account, this must be regarded as indicating that our present large operations are quite normal and may well be expected to continue, since the freely predicted reaction has not materialized. The gain in Harrisburg is 41 per cent. —the permits issued in June, 1907, being $281,260, and in June, 1906, $199,105.

Dr. Hale out, Mr. Lincoln in

Rev. Dr. Edward Everett Hale, for sixty years a member of the American Antiquarian Society, resigned his office at the annual meeting held in this city Oct. 16. Dr. Hale was elected one year ago to succeed Hon. Stephen Salisbury, deceased. His resignation was accepted with regret, but was insisted on by Dr. Hale on account of his extreme age. In accepting the resignation, President Carroll D. Wright of Clark College, on behalf of the Society, spoke of Dr. Hale's work for the Antiquarian Society, and paid him a tribute, an extract of which follows:

"Dr. Hale stands alone in this and he stands alone as unique in all his life work. I cannot find that there is or ever has been a man who has addressed so many audiences of so many individuals as he. All his work has been a look upwards and not down; forward and not back, and to-day, at eighty-five, he is sending his word broadcast, and you can read the old-time thought and sincerity in it all, and it is all in the interest of humanity.

"We eulogize him to-day as one of us, but he belongs to every one, all over the world, wherever the English language is spoken, or any language into which his writings have been translated. Why do we all love him so? We may say that it is because he is a national character, and he is so in his capacity as chaplain of the United States Senate. But the United States Senate cannot uplift Dr. Hale; Dr. Hale can uplift the United States Senate. I am sure that his closing days will be days of service. We cannot honor him more than by recognizing the true greatness of his life, and we cannot honor ourselves more than by honoring him as one of us."

Give Public a Larger Bath House

The figures of the Board of Health, showing the number of persons who avail themselves of the use of the free bath houses at the lake, is the strongest argument in favor of better accommodations. To secure adequate places at Lake Quinsigamond for bathing purposes is the result of continued agitation. This should not be so. Both bath houses—for men and women—are too near the causeway, and much too small. There should be in the vicinity of Regatta Point a larger and more up-to-date bath house. At the smaller bath houses there are ample accommodations for expert swimmers and a few beginners, but a very large percentage of the persons who use these bath houses are beginners. It is always the case that both are over-crowded. Regatta Point is undoubtedly the best place along the lake for a large and more convenient house, with facilities for several hundred dressing rooms, managed on lines similar to those at the beach resorts. Bathing at the lake has come

to be a feature, and it is important that Worcester furnish its youth with the best facilities, if there is a desire on their part to learn to swim. Every one should know this art. Will the Board of Health give this matter careful consideration and do something more for the summer bathers of the city?

Request that Should be Heeded

The manufacturers of Greendale, and they represent a pretty good percentage of the important industries of Worcester, have petitioned the City Council for more adequate fire protection. This request has been heard before, but this time the manufacturers insist that they must have something done in their behalf. The appeal has been put in strong and forceful terms, and figures have been produced to bear out their argument. It is quite probable that their request will be given consideration that will result in more apparatus being placed at the disposal of this section of the city. There is already located there a hose company, but the manufacturers think there should be an engine and a ladder truck. The petition is signed by representatives of the Norton Company, the largest grinding wheel works in the world; the Morgan Spring Company, one of the most important industries of its kind in the county; the Heald Manufacturing Company, one of the newest of the industries in that section; the Allen & Higgins Wall Paper Company, a concern that needs the best protection, that is, from fire; the Worcester Pressed Steel Company, one of the new industries of Worcester, and the Norton Grinding Company, which is allied in a way to the Norton Company. Besides these manufacturers, there were a number of residence property owners, and the petition was one that calls for the most careful consideration.

Mr. Louis H. Buckley, general manager of the Logan, Swift & Brigham branch of the United States Envelope Company, and President of the Common Council, appeared for the petitioners, and urged that better fire protection be given that section of Worcester. He proved that Greendale has been a rapidly growing portion of the city, and large manufacturing interests are located there. He brought out the fact that Worcester is far away from the iron and coal districts, and if any of these concerns should be burned out, there would be a grave question of rebuilding in Worcester. He cited the regrettable fact that Worcester has lost some of its industries because of better facilities for raw material elsewhere. These facts are absolutely true and Mr. Buckley gave the City Council Committee on Fire Department a clear note of warning when he suggested any possibility of the removal from the city of any of its industries.

Black Eye for the City Boy

Commissioner O'Meara, as a result of his experience at the head of the Boston police, is convinced that the city boy of this generation is far readier to act in defiance of the law, especially as regards such offences as window breaking, petty thievery, etc., than the boy of an earlier generation in Boston. The bath commission finds that the theft of towels from city bath houses, by boys and girls, is so enormous that the whole system of free supply may have to be abolished. The residents of Dorchester, Roxbury and other suburban parts of Boston have found that petty thievery is so general that it is almost useless to attempt to keep an orchard or a fruit garden. Motormen and chauffeurs alike find it a nerve racking task to avoid accidents due to the pertinacity of street children in running risks deliberately and from the same idea of violating the common laws of the road. All these indications point to a cause which sociologists have already remarked in the United States; the decline in what used to be called "home training" in our large cities. With the free day school and Sunday schools everywhere, the temptation to the heads of families is to throw the burden of a child's instruction almost wholly on teachings outside of the family. It is a dangerous shirking of responsibility.

For Improvement of Mail Service

The Boston Chamber of Commerce has appealed to Postmaster-general Meyer, in behalf of the merchants of Boston and New England, asking that some action be taken by him to improve the mail service between that city and western towns. His letter to the postmaster-general opens with the following paragraph:

"Sir: I regret that it is necessary for me to call your personal attention to the almost exasperating condition of the mail service between Boston and the West. I am credibly informed that recently train No. 31, leaving Boston at 6.30 p.m., and carrying the heaviest mail from New England to the West, has missed connections at Albany more than half the time in a period of thirty days."

The reply to that paragraph shows that Mr. Meyer was more or less familiar with the conditions, as shown by a paragraph from his reply:

"Your letter of Oct. 8 in regard to the failure of Boston & Albany train No. 31 to make its regular connections at Albany, thereby delaying mail for the West, is at hand, and the matter will be looked into. Our records show the following failures to connect New York Central train 35 during the eight weeks ending Sept. 21: Aug. 12 to 17, Sept. 8, 9, 10, 14, 16, 20 and 21.

"You can rest assured that every effort will be made to overcome the trouble complained of."

It has been known for some time that the Washington authorities have had in their possession evidence relating to the mail service on the Boston & Albany Railroad. The superintendent of the New England division of the railroad mail service is a Worcester man, and it has been his duty to keep the authorities at Washington informed of delays in the mail. The criticism of this service is made after appeal has been submitted to the management of the railroad, but the conditions have not very much improved. As stated in the letter from the Boston Chamber of Commerce, the chief trouble appears to be in the early evening mail out of Boston, the 6.30 o'clock train carrying the heaviest mails of the whole day. This train is habitually late at Albany, failing to make connections with the West, and thereby causing the loss of practically a full business day. With this premise the spokesman for the Boston merchants states a couple of self-evident truths when he writes these two paragraphs:

"I respectfully submit that the importance of the postal business of Boston and New England demands the best mail facilities that can possibly be obtained, and that such facilities are not now being enjoyed.

"In the keen competition that exists between the Atlantic seaboard cities for the trade of the West, the city that has inferior mail service is suffering under a grievous handicap."

Manufacturers and Railroad Men Co-operate

T. E. Byrnes, vice-president of the N. Y., N. H. & H. R. R., in an address before the Boston Boot & Shoe Club, recently impressed upon his hearers that New England must co-operate with railroads if we are to have development. In other words, manufacturers and transportation men must have interests in common, and the Railroad Commission should make rates to conform with public needs. He says he has no patience with the men who say New England has seen its best days commercially, or that it is necessary for the ambitious young man to follow Greeley's advice and go West to grow up with the country.

In his opinion there is no place in this country to-day possessing more natural advantages for successful business enterprises than New England, or holds out a more hopeful future.

Our prosperity in the future, as in the past, will rest chiefly upon the manufactures. New England has within her borders the accumulated capital, experience and skill to take and hold preeminence in the most highly organized forms of manufacture.

This is an age of specializations, and we must put the finishing touches on the raw material and stand at the top of the industrial scale, producing the finest

and most expensive fabrics, if we are to occupy that place in the commercial world to which we are entitled.

New England's problems are the railroad's problems. Speaking for the New Haven management at least, he said that nobody is giving more time and thought to the solution of New England's business and industrial problems than his railroads are. And speaking for himself he yields to no one in love for New England, its people and traditions, in enthusiasm for its future, and in desire to do what is possible for its development and prosperity.

He said: "You as business men of Massachusetts are trying to develop its business, hold the markets for Massachusetts products, and generally promote the welfare of its business men. This is the problem I am thinking about. The same thing that interests you interests me; depression of business to you means depression of business to us, prosperity for you means prosperity for us. For better and worse we are united, our interests are one; we must stand, or fall together.

"I believe that you as business men of Massachusetts desire nothing from the railroads which is not reasonable. We may occasionally find an individual who is unreasonable, but taking them as a whole there are no fairer or just people to be found than the business men of Massachusetts."

Government's Parcels Post Plan

In his address to the New England Postmasters' Association recently, Postmaster-general Meyer gave the first definite outline of his parcels post plan. At present fourth-class matter, which includes all kinds of mailable merchandise, may be sent through the mails at the rate of one cent an ounce, the limit of weight being four pounds, except in the case of a single bound volume of printed matter weighing more than that amount. This rate is so high that except for very long distances it offers no competition to the express monopolies. Mr. Meyer proposes that the limit of weight be raised to eleven pounds, and that the rate be reduced to twelve instead of sixteen cents a pound. A local rate of twenty-five cents for an eleven-pound package is also contemplated in the postmaster-general's plan. This, however, would amount to nothing more than a sort of rural messenger service. The reduction from sixteen to twelve cents a pound in the general fourth-class postage rate is not enough to make any very great difference in shipment of parcels within a radius of 600 or 700 miles. It will still be cheaper to use the express companies within such a radius of a shipping point. But for shipments of small packages from New England, say to points west of the Mississippi River, or even nearer at hand, the new postage rate will be very much less than the express charges now prevailing. The postmaster-general's scheme is an improvement on present conditions, but is still far behind the European parcels post systems.

Strike Line of Development Evenly

That the province of industrial education is not only to train the hand, but to train the mind through stimulation of the skill of the hand and eye, is the point of view taken by the President of New York's Schoolmasters' Association, which has just held its 148th meeting. Industrial education is as absorbing a consideration in New York schools as it is in Massachusetts, apparently, and what Dr. Rollins, principal of one of the New York schools, had to say serves to emphasize the changing point of view from which industrial education and general education are popularly regarded. According to Dr. Rollins, manual training in its broadest application, in addition to its self-evident practical benefits, also teaches self-reliance, self-respect and self-control. The city boy, he added, has no legitimate outlet for his energy except the shop and the technical school. "The wave of industrial education is upon us," added Dr. Rollins, "and it will make for real culture." Educators are, many of them at least, turning from the idea that manual workers should achieve some considerable general education in order to better their manual abilities and earning capacities, to the more modern idea that "culture" (a most indefinite

and hazy term) is best served through some training, along the pathway of manual excellence. The old idea was a half-idea; it is to be hoped that educators, in swinging about, will not blunder in the other direction. Manual training and strictly mental training are (or should be) complimentary to each other, mutually beneficial if properly proportioned. It is the province of the modern public school in a democratic country to strike, as truly as possible, the line which shall develop young men and women evenly.

Railroads do not Get Their Share

Although during the last ten years the prices of all commodities and the values of property of nearly every kind have increased from 25 to 50 and even 100 or more per cent., the railroad companies as a whole, while their gross earnings have vastly increased, have not obtained proportionate increases in their net earnings. Even in periods when the business of the country has been at flood tide, the net earnings of some of the greatest of the railroad companies have decreased. Yet the State Legislatures have sought through rate reductions still further to decrease their revenue.—New York Sun.

Public Should Take More Notice

The statement from the Safe Roads Automobile Association, showing the amazing total of 41 people killed and 313 injured, is important enough to have received far more attention than the press of this city has seen fit to give it. No legitimate business industry can be hurt by a full and frank statement of the facts. The motor car has come to stay in Massachusetts, as well as elsewhere; but it must be under conditions which will protect the lives and limbs of pedestrians. A refusal to notice the impressive statement issued by the safe roads officials must be a short-sighted policy. The public will notice it, and will draw its own conclusions. And the public heartily approves of the campaign inaugurated by the safe roads movement. The wiser dealers in automobiles will also approve and help on that movement; for only by reaching conditions which will insure the safety of the general public will the trade in automobiles be on the best and safest basis.

Newspaper Man in City Hall

City Clerk W. Henry Towne selected a newspaper man to fill the office of assistant city clerk, which he recently vacated. His long familiarity with the detail of that work, and his appreciation of the ability of newspaper men to fit in such positions, naturally selected Harry C. Smith for the position. The matter is very well summed up in the following editorial paragraph, which appeared in the Worcester Evening Gazette, the opposition paper to that on which Mr. Smith has been the editorial writer, the day following his appointment and confirmation:

"The nomination and confirmation of Harry C. Smith as assistant city clerk adds to the list of officials in the municipal service a worthy and capable young man. As a newspaper man Mr. Smith was always courteous, thorough, accurate and a hard worker. The city is to be congratulated upon his appointment.

Honor to Worcester Artist

The mural decorations of St. Mary Magdalene Church of Filmore Avenue, Buffalo, which have attracted to them so much favorable comment from the world of art, was done by a Worcester artist, Albert Prentiss Ward, Rochester, N. Y., son of A. W. and Ophelia (Prentiss) Ward, formerly of Worcester. While he has made his reputation in this line, the decoration in St. Mary Magdalene Church is his greatest work. A descendant of a family of portrait painters, the young artist had every encouragement of his parents in the course he seemed destined to follow. To-day he is called the modern disciple of Velasquez, and the mural decorations in the Buffalo church are largely done in the Rochester studio. He was educated in art in Paris, a pupil of S. Seymour Thomas, Benjamin Constant, James McNeil Whistler, Jean Paul Laurens, and others. He toured part of the continent with Whistler and Thomas, who were his intimate friends.

MR. OBADIAH BROWN HADWEN.

IDENTIFIED with the life of Worcester, few men have filled so important a place as Mr. Obadiah Brown Hadwen. His death, which occurred Friday, Oct. 25, at his home on Lovell Street, came as a surprise to many friends in Worcester and throughout Massachusetts. A tribute paid him briefly says: "A grand man, who, while unknown personally to a large number of Worcester's populace, remained dear to them through his acts, which were directed in their favor and for which they were duly appreciative. He is accredited with being the most widely known man of Worcester's public men. He had a national reputation as a scientific horticulturist and pomologist, and that reputation was won through the experiences resulting from years of hard and earnest labor. From an early age he took up the study of agriculture and horticulture and his name stands pre-eminent to-day as a man learned in the truths of the two sciences."

Mr. Hadwen was born in Providence, August 2, 1824, the son of Charles and Amy Sherman (Brownell) Hadwen. He was a direct descendant from John Hadwen, who came from Rochdale, England, in the early days of colonization of the United States and settled at Newport, R. I. On his mother's side he was a descendant of Obadiah Brown, who was prominent in the cotton spinning industry in the early days of America. His father, Charles Hadwen, was a leading manufacturer and merchant of Providence and eleven years after the birth of Obadiah, he removed his family to Worcester, where he bought the farm near Tatnuck known as the Wing Kelley Farm.

Obadiah Brown Hadwen attended the Friends' School in Providence and the Clinton Grove Institute in Weare, N. H. He attended the latter school for a four-years' course. He also went one year to the Worcester Manual Labor School. This embraced all his school life, but his youthful training for the walk he chose was obtained on the farm at Tatnuck, owned by his father and later by himself.

He acquired a portion of the parental farm in 1844, and began the work which was to make him one of the most widely known men in Massachusetts. His taste for horticulture was early shown in his manner of caring for the farm, and the place was prepared at that date for what is accredited to-day with being one of the most attractive places in New England.

His early life was taken up with produce gardening and milk producing. For forty years he was among the leading milk producers of Worcester. During his business life, however, he found time to practice his love for practical and scientific agriculture and horticulture until his knowledge and experience along those lines brought his name to the attention of those high in the societies for the exploitation of those sciences. His home was adorned with trees of his own planting and which were of a varied nature. Trees which were declared to be impossible of growth in this climate he planted and with care transformed them into hardy growths which added much to the beauty of his home. Many of these specimens are from foreign countries and have been visited by men from all over the United States, who were surprised at and admired the ability of the owner.

His accomplishments as a horticulturist were early recognized in Massachusetts, and for more than half a century he has been associated prominently with many of the larger State organizations for the promotion of agriculture and horticulture. At an early period in the history of the Massachusetts Agricultural Club, Mr. Hadwen became a member, and during all his connection with

that society he was one of its foremost workers and advisers. He was its President many years. Not alone in the Massachusetts Agricultural Club was he a prominent member, but in the Worcester County Agricultural Society, the New England Historical and Genealogical Society and the American Pomological Society he filled important positions, although not linked with its official history so prominently as with other societies to which he belonged. His standing as an accredited expert on horticulture and agriculture, beside his business ability, won for him a position on the Board of Trustees of Amherst Agricultural College, and later on the chairmanship of the executive board of the college. He was one of the first members of the Board of Control of the experimental station at the college and that board's first secretary, a position he filled four consecutive years.

His highest honor, which came to him in his early life, was that of President of the Massachusetts Horticultural Society. The society was hailed as the leading society of its kind in the United States. Mr. Hadwen was elected as its President in 1901, and for three years he served the society in that position with honor. While a member of the Executive Board of Amherst Agricultural College, he was instrumental in causing the erection of the present drill hall, President's house and chapel. His presidency of the Massachusetts Agricultural Club was perhaps the most important position he ever occupied, as that club is accredited with being the parent of the many societies and clubs existing to-day. Mr. Hadwen was known throughout the United States as one of the leading authorities in all matters pertaining to agriculture or horticulture, and his knowledge had the additional recommendation of having been gained from personal observation and experience. From his early life, Mr. Hadwen took up the study of these two sciences, and during the years he has lived in Worcester, he has been prominently identified with the leading horticultural and agricultural societies of the East.

The society in which Mr. Hadwen perhaps placed his best work and which received his best interests and assistance was the Worcester County Horticultural Society. This society has been for years closely linked with his name, and the naming of one suggested the other. It was owing to his executive ability and rare judgment that the society stands today as one of the leading societies of its nature in the United States.

He first became a member of the society in 1847, and at that early period his standing as an expert on horticulture led the members to elect him to a position on the Board of Trustees twelve years later. His earnestness and activity in making the society prominent in the State won for him in 1859 his first office in the society, that of a trustee. The receiving of the office did not increase the efforts of Mr. Hadwen, but it was realized at an early period that the society had for a member one who would later be one of the most prominent men in the United States as an authority on horticulture and agriculture. The society again recognized his ability and knowledge in 1870 by electing him to the Vice-president's chair, and for five years Mr. Hadwen served the society in that office. The five years' tenure of the vice-presidency won for him the full recognition of the society, and in 1875, he was made President. It was during that year that the society began to gain its standing among the various similar societies in the State. The work of the society and its President called to itself the attention of horticulturists all over the East, and the name of the Worcester County Horticultural Society was placed on an even plane with the other larger and older societies of Massachusetts. Satisfied with his year's work as leader of the society, Mr. Hadwen stepped from the President's chair at the end of the year 1875, and again resumed his place on the Board of Trustees.

For twenty years he served the society to the best of his ability in the position of trustee, and it was his counsel in the discussions of the society that resulted in the exhibitions of the society being the magnet that attracted prominent horticulturists from all over the country.

His work received the full appreciation of the society members, as his growing prominence in horticulture placed the name of the society and its work in the lead among organizations of its nature. To show their appreciation the members unanimously elected him President in 1895, and that position he has occupied during the years following up to the time of his death.

In the society he has been the close friend of all its members, and the news of his death cast a gloom on the members of the society and their plans for the future.

One of his closest friends among the society members was Adin A. Hixon, for the past eleven years Secretary, and a member for the past seventeen years.

Mr. Hadwen was never interested in politics for political glory. His office holdings in the various clubs and societies took up the greater part of his spare time and but little attention was given by him to politics. A number of friends in 1868 presented his name for the Common Council without his knowledge, and the first intimation he received was when the news was brought to him that he had been nominated. He accepted the nomination and won at the polls. He served the city that year, but refused a renomination. Although he had little to do with politics, he served the city in a position that has been elevated for his association with it, and it was through his efforts that the city has been benefited in many ways. It was on the Park Commission that Mr. Hadwen's work has become the best known to the public.

In 1867, before the organization of the present board, he was appointed on the Board of Park Commissioners and served up to the time of his death. Under his direction, as the leading spirit of that board, Worcester was introduced to its present system of parks. Those on which Mr. Hadwen placed his attention are accredited with being on a par with the costly parks of larger cities. University Park was the particular one, known familiarly to Worcester people, upon which Mr. Hadwen lavished considerable time and the park was transformed under his management. It is to-day one of the most attractive breathing spots in Worcester.

Another of Mr. Hadwen's accomplishments is Hadwen Park, although it is less widely known than some of the parks that have been longer established. It is situated near Hope Cemetery, between the Trowbridgeville and Worcester & Southbridge trolley lines. It is a park that was modeled according to the tastes of Mr. Hadwen, and authorities on parks say it is one of the prettiest and best arranged in Massachusetts. The park was given to the city of Worcester by Mr. Hadwen after the City Government had refused to buy the land, and the intentions of the giver were to make the place an ideal resort for the public during the warm days of summer. Its situation has caused it to be but little known, but to those who do know it and its history, it will ever be a memorial to the large-heartedness of the benefactor. The park contains fifty acres and many of the trees were set out by Mr. Hadwen.

At his home his best talents have been expended, and the grounds surrounding the house have been the delight of horticulturists who have visited the place from all over the country. His home was given the name of Magnolia several years ago, owing to there being fifteen varieties of that tree about the grounds.

Mr. Hadwen revolutionized the effect of ornamental tree planting, and largely through his experiments in this line has a great amount of data been obtained for the use of societies of which he was a member. His life work was to forever establish certain facts about the growth and care and of governing conditions best for the life and hardihood of trees. His experiments brought out many facts that never would have been known without experiment, and it is along this line of his accomplishment that he became a leader in the work of horticulture of to-day. His love for his trees and nature is to be seen on every hand, and the simplicity of the man shows in all his surroundings. His home is furnished in simple yet attractive style, and one of his dearest possessions was a china closet of black walnut, made from the wood

of a sapling he planted on his farm over a half century ago.

He was considered a man of sterling worth, both in his public and private life, and numbered among his friends were many of the leading men of Massachusetts. His appreciation of worth in another made him a friend to be desired, and during his life in Worcester he had seen a generation pass away and another take its place, and has enjoyed the distinction of being close friends with both.

Since his coming to Worcester, the city has undergone a change that completely overshadowed the city of his boyhood, but he kept abreast of the times and never was found wanting to suggest some movement to still further increase the breach that divided the past from the present. At the last fair of the New England Agricultural Society he was the only member present that was a member of the society when it was first organized, and he was accredited with being the only member of the society able to claim that distinction this year. For over half a century he was identified with the horticultural history of Massachusetts, and his work and the results of that work will go down to an admiring posterity. He was honored in life, but will be honored equally in death by the many and earnest tributes that will be heaped above his resting place by an appreciative public.

Mr. Hadwen married December 25, 1845, Miss Harriet L. Page, daughter of Mayor Page of Westminster, Vt. For fifty-six years Mr. and Mrs. Hadwen lived together in contentment, but death visited the home and claimed Mrs. Hadwen, November 7, 1901. She was seventy-six years and seven months old.

Three children were born to Mr. and Mrs. Hadwen, two sons and a daughter, a son and daughter still living. William E. Hadwen died several years ago, and his widow and granddaughter, Amy, lived with Mr. Hadwen at his home on Lovell Street. Charles Hadwen is a produce dealer in Chicago, and the daughter is Amy, wife of John H. Coes of the Coes Wrench Company, Worcester.

"*There is no habit so powerful as the habit of care for others,*" writes Sir Gilbert Parker in his novel, "The Weavers," and there is no habit which is more representative of higher civilization. The higher man rises from the brute, the greater is his altruism, the more developed is his unselfishness. Civilized man realizes that one's life is not independent of the lives of others, that one's happiness is achieved only through the help, the sympathy, the companionship of those among whom one lives. The strong man realizes that he can do far more work in the world than that involved in merely taking care of himself, and it is his nature to take care of others, especially his own family. It is his greatest comfort and his greatest encouragement to feel that his labor protects and comforts those who are dependent upon him. The habit of taking care of others is as old as civilization and as deeply engrafted into the soul of the strong man as the instinctive love of life. The normal man must take care of others beside himself in order to be happy.

REMINISCENCES OF A WORCESTER AUTHOR.

WORCESTER has a number of women writers that have won fame in the literary world. As a writer of boys' stories Miss Isabel Hornibrook has achieved remarkable success. It will be a source of much gratification to the boy readers of Miss Hornibrook's work to know that she is at work upon a new book of adventure for them, under the strongest encouragement from her publishers, the Lothrop, Lee & Shepard Company, who declare that her last book, "Camp and Trail," shows "permanent popularity." Previous to its appearance, Miss Hornibrook had written seven juvenile books, the copyrights of which were purchased in England by such well-known publishers as Messrs. Blackie & Co., T. Nelson & Son, etc.; and during the earlier years of her residence in America she kept up her English connection, writing two books for Messrs. Blackie. Of late years she has contributed to nearly every boys' weekly of any standing in this country. The editor of one denominational paper for which she has furnished the leading stories—giving serial rights in them—declares that, in his opinion, she has reached "a high point in her literature, where facts do the moralizing, and characters strenuously strive upward!"

On the appearance of her last book, "Camp and Trail," Miss Hornibrook received some pleasant comments on it from distinguished men in tune with the numerous favorable press notices, notably from Doctor Weir-Mitchell, who wrote, "I am an old haunter of lake and wood-ways, and I am sorry for the boy who does not enjoy your book. I know one old boy who did," etc. Miss Hornibrook gratefully acknowledges her indebtedness to a veteran Worcester sportsman, Dr. George McAleer, for many of the experiences which made that story a success.

It is interesting to know that this writer of boys' stories—who has now for fifteen years made her home in America with a married sister—inherits her gift through her mother, from a grandfather who wielded both sword and pen, distinguishing himself as a first lieutenant in the navy, under Lord Nelson, besides being a personal friend of Lord Byron and a dabbler in literature himself.

At one time Byron spent six months as guest of the officers aboard the war frigate Salsette, of which Henry Bates, our author's grandfather, was at that time a senior lieutenant, and it was arranged that young Bates was to accompany the poet in his ambitious feat of swimming across the Hellespont. But on the very morning of the adventure the Salsette was ordered off on a cruise from Constantinople and another naval officer shared in the feat once performed by Leander.

Subsequently, Henry Bates retired with the rank of commander from the navy at an alluring offer to go to Ireland as chief officer of staff with Rear-Admiral Sir James Dombrane, to aid in establishing the coast-guards, a naval reserve, to check a threatened French invasion.

There, as inspecting commander of coast-guards, he was a leader in coping with the awful Irish famine of 1847—the large consignments of provisions so generously sent by America being placed at his disposal.

There, too, his daughter Emma married Nicholls Cole-Bowen Hornibrook, of an old family of English settlers, and after her husband's death became known in London as a writer of religious novels and prolific contributor to magazines. Her daughter, Isabel, wrote her first boy's story at fourteen, and her first book in the early twenties.

REVIEW OF THE MONTH.

A local review of the events of October brings before the eye many events that are deserving of special mention. They include the more important happenings, deaths, meetings, accidents and reunions.

GEORGE L. CLEMENCE of Southbridge, a member of the Board of County Commissioners for two years, died at his home in that town Oct. 10 after five weeks' sickness from typhoid fever. Mr. Clemence was one of the best known and best liked citizens of Southbridge. He was a native of Great Barrington, where he was born Feb. 17, 1852, his father being Harvey Clemence. The family moved to Southbridge when George Clemence was a boy, and lived during his lifetime on the Clemence homestead on what is known as Clemence Hill. He was a farmer by occupation and made an exceptional success of his calling. He was a farmer who took advantage of all the scientific advancement of the times, and equipped his farm with the best machinery obtainable. As a result, he was known as one of the most progressive and successful farmers in Massachusetts. He was married when twenty-one years old to Miss Emily McKinstry, who survives him, with one daughter, Mrs. Everett Carpenter of Denver, Col.; two sons, George H. Clemence and Elliott Clemence. About twenty years ago Mr. Clemence entered politics and had since been prominent in affairs of this kind in his town and in the State. He had served as Selectman of Southbridge, was for several years a member of the State Board of Agriculture, has been a trustee of the State institution at Foxboro, was a Representative to the Legislature for two years, and served the Southbridge Senatorial District in the State Senate for two years. At the death of County Commissioner Emerson Stone of Spencer two years ago, he was elected to fill the unexpired term, and he was re-elected for the full term.

Rev. Eliot White, rector of St. John's Church for ten years, resigned his pastorate in the early spring to take effect Oct. 15. His reason for resignation is that he is to enter the work of social reform, devoting his entire time to bringing about better conditions for the wage earners of America. In this respect he is lined up with some of the foremost ministers in the United States. He preached his farewell sermon to his parishioners Oct. 13, in which he issued a challenge to the church workers of today to submerge their abhorrence of all wrong doings, to go forth among the very lowest of the social strata, to uplift them by manifesting true Christian love. He told not only his parishioners of St. John's, but church people at large, that they had fallen far short of the "test of real discipleship," as prescribed by Christ.

Mr. White recently acted as moderator at a town meeting held at Washburn Hall, at which was discussed the action of the American Steel & Wire Company in using what is commonly known as a "minor's release." This meeting was held at the request of Anson A. Reed and others, who protested against the use of this release. Instead of going into the merits of the case, the meeting resolved itself into a discussion of socialistic problems by representatives of the socialist and social labor parties. The result was that the city of Worcester was requested to appoint a committee of the City Council to investigate the charges made by Mr. Reed and others, that the minor's release is used by Worcester's foremost corporations.

Harry C. Smith, associate editor and editorial writer of the Worcester Evening Post, has been appointed assistant city clerk to succeed W. Henry Towne, Mr. Towne being elected city clerk after

the resignation of his father, Enoch H. Towne. The elder Mr. Towne was city clerk for nearly thirty-one years, and his son had been his assistant for ten years.

Mr. Smith, who goes into the office of assistant clerk, is taken from among the Worcester newspaper men, which is a guarantee of ability to successfully fill such a position. Although not a native of Worcester, he has lived here since his school days, being a graduate of the Classical High School, and later a graduate of class of 1898, Worcester Polytechnic Institute, mechanical engineering being his particular study. His father, a native of Maine, was in business in Toronto, Ont., after the close of the war, in which he served in the Eighth Connecticut Regiment. It was there Harry Smith was born, but since he was four years old has lived in Massachusetts. Almost his whole life has been devoted to newspaper work. He was the first editor-in-chief of the journal of Worcester Polytechnic Institute. After finishing his course at the Tech. he became reporter on the Worcester Spy, and later was night editor. He entered the Post editorial room in 1899 as assistant city editor. He has acted as City Hall and political reporter, was city editor a short time, but the past few years has been the editorial writer.

Postmaster J. W. Hunt of Worcester was one of the speakers at the annual meeting of the Postmasters' Association of New England in Boston Oct. 12. Mr. Hunt spoke on "Carelessness of the Public, and Suggested Methods of Correction," which was one of the best papers read before the convention. He was elected a member of the Executive Committee at the annual meeting.

Rev. Dr. Willard Scott, for more than nine years pastor of Piedmont Congregational Church, has tendered his resignation to take effect at the convenience of the parish. Desire for a long rest is the only reason assigned by Mr. Scott in his letter. The resignation was a surprise to his parishioners, but will be accepted upon his affirmation that he so desires it. When Dr. Scott came to Piedmont Church the membership was 685, and in January, 1906, the membership was 835, there having been a gain of nearly 200 during Dr. Scott's administration of its affairs.

Rev. Willard Scott was born in Amsterdam, N. Y., June 23, 1851. His father was a Scotchman, who came to this country from Glasgow in 1839, settling in Amsterdam with his wife, who was of Welsh descent.

His early life was spent in humble surroundings, the farm being his home until he went to Williams College in 1871. From that institution he was graduated four years later, taking prizes in history, political economy and natural science. After his graduation from Williams, he went to New York and for three years was a student at the Union Theological Seminary. On leaving that institution he became pastor of the Bethany Congregational Church in New York, and afterward of the West Farms Presbyterian Church.

It was his experience in the West, however, that gave to him that broad quality of mind that endeared him to the people of Worcester. He went to Omaha in 1885, and remained there eight years as pastor of the St. Mary's Avenue Church. Omaha grew fast in those years, and so did Dr. Scott. During his residence in Nebraska, he was for six years President and Superintendent of the State Chautauqua Assembly, and a part of that time he was a Trustee of Doane College. From Nebraska he moved in 1891 to Chicago, where he was a pastor of the South Congregational Church on Drexel Boulevard, and remaining there until called to the pastorate of Piedmont Church in 1898.

According to an excise tax statement, the Worcester Consolidated Street Railway Company will this year pay the city of Worcester an excise tax of $17,559.15. This report has been filed with the Assessors at City Hall and shows that the business of the Consolidated is on the gain, as compared with the excise

returns of last year. The returns show that in the twelve months ending Sept. 30, this year, the gross earnings of the road were $1,616,952.39 as against $1,500,417.09, last year. The statement filed was as follows:—

This certifies that the gross earnings of the Worcester Consolidated Street Railway Company for the twelve months ending September 30, 1907, were $1,616,952.39.

The total mileage of the company is 144.94 miles, of which 69.554 are located in the city of Worcester.

That the gross earnings per mile were $11,156.01, and the franchise tax at 2¼ per cent. was $36,381.43, equalling $250.01 per mile. That the amount due the city of Worcester is $17,559.15. Last year the report of the President and Treasurer showed the gross receipts for 144.166 miles were $1,500,417.09. The total receipts for one mile were $10,407.56. The excise tax at 2¼ per cent. was $15,972.74. Last year the road had 68.21 miles of track in Worcester.

Worcester Light Infantry, C Company, 2d Regiment, and the Worcester Light Infantry Veteran Association jointly celebrated the 104th anniversary of the organization of the Light Infantry, Worcester's oldest military company, which has seen service in four wars, the War of 1812, the Mexican War, the Civil War and the Spanish-American War, with a banquet at the State Armory October 15.

The company was praised by speakers of note, among them being Congressman Charles G. Washburn, who responded to the toast, "The President." Mayor John T. Duggan, Rev. John J. Lunney, J. Stewart Brown, Major Frederick G. Stiles, Hon. William A. Lytle, lieutenant-colonel of Worcester Continentals, and James Logan were among the speakers. James Logan was toastmaster.

The annual meeting of the American Antiquarian Society took place at its rooms in this city October 16. Rev. Dr. Edward Everett Hale of Roxbury, for sixty years a member of the society, for one year its President, resigned as president. Mr. Nathaniel Paine, of Worcester, for forty-four years its Treasurer, resigned his office. Both resignations were accepted with regret. Mr. Waldo Lincoln, of Worcester, was elected President to succeed Dr. Hale. Col. A. George Bullock, of Worcester, was elected Treasurer to succeed Mr. Paine. Other officers elected were: Vice-presidents, Edward Everett Hale, D. D., of Roxbury, Samuel Abbott Green, LL.D., of Boston: Council, Samuel Swett Green, A. M., of Worcester, Charles A. Chase, A. M., of Worcester, Edward Livingston Davis, A. M., of Worcester, Granville Stanley Hall, LL. D., of Worcester, William Babcock Weeden, A. M., of Providence, R. I., James Phinney Baxter, Litt. D., of Portland, Me., Carroll Davidson Wright, LL. D., of Worcester, Edmund Arthur Engler, LL. D., of Worcester, Elias Harlow Russell, of Worcester, Samuel Utley, LL. B., of Worcester, Nathaniel Paine, A. M., of Worcester; Secretary for foreign correspondence, Franklin Bowditch Dexter, Litt. D., of New Haven, Ct.; Secretary for domestic correspondence, Charles Francis Adams, LL. D., of Lincoln; Recording Secretary, Andrew McFarland Davis, A. M., of Cambridge; Treasurer, Augustus George Bullock, A. M., of Worcester; Committee of Publication, George Henry Haynes, Ph. D., of Worcester, Franklin Pierce Rice, of Worcester, Caleb Benjamin Tillinghast, Litt. D., of Boston, Deloraine Pendre Corey, of Malden; Auditors, Benjamin Thomas Hill, A. B., of Worcester, Henry Alexander Marsh, of Worcester.

The Treasurer's report shows total amount of cash and investments on hand October 1, 1907, $218,902.07. There has been received during the past year $60,000 from the estate of Hon. Stephen Salisbury provided for under his will. During 1906, the receipts amounted to $75,842.78, and the expenditures $14,075.06, leaving a cash balance on the year's account, $61,767.72.

The Twenty-fifth Regiment Veterans' Association, of which General Josiah Pickett is President, had its forty-second

annual reunion in Worcester, October 17. On account of sickness General Pickett was unable to be present, but was unanimously elected President. A letter to him was sent by his comrades. The officers elected are: Vice-president, Gen. A. B. R. Sprague, Col. James Tucker of Boston, William E. Murdock of Boston, Myron W. Davis of Salt Lake City, L. G. McKnight of Gardner, E. W. Mayo of Turners Falls and Franklin W. Perry of Putnam; Secretary and Treasurer, H. Arthur White; Chaplain, J. Calvin Spaulding; Executive Committee, Joseph P. Eaton, Willard Cheney, Dr. John W. Gould, Jerome Stone and Samuel H. Putnam.

Rev. Walter S. Danker, curate of the Church of the Messiah, Brooklyn, has accepted a call as rector of St. John's Episcopal Church, to succeed Rev. Eliot White, who resigned during the summer. The new rector is thirty-six years old, a native of Watertown, N. Y., was engaged in ministerial work in New Jersey and Milford, Mass., was chaplain of the Sixth Massachusetts Regiment, M. V. M., and has preached in Worcester at both St. John's and All Saints' Churches at special Lenten services. He has been at the Church of the Messiah, under Rev. St. Clair Hester, since April, 1906. He will assume the rectorship of the Worcester church December 1.

The first snow of the year was on the night of Sunday, October 20, following a day of rain. This, according to the report of G. A. Swan, the government observer, is the first record of snow in October. The temperature on the morning of the 21st was two degrees below the freezing point, and on Mt. Wachusett and on the hills in Holden and Paxton, the snowfall was quite heavy and could be plainly seen at mid-day, Monday, the 21st.

The Board of Aldermen, after hearing a lengthy investigation, on October 28, granted the Worcester Consolidated Street Railway Company a franchise to carry freight over the streets of the city. The order for the franchise was passed with the following amendment:

The city of Worcester may at any time during the continuance of this franchise, purchase of said corporation all the franchises, property, rights and possessions of said corporations by paying therefor such a sum as will reimburse to each person as shall then be a stockholder therein the par value of his stock, together with a net profit of eight per cent. per annum from the time of the transfer of said stock to him on the books of the corporation, deducting the dividends received by said stockholders therein.

The First Baptist Church, the newest of Worcester's religious institutions, was dedicated October 27. Before the sermon of dedication was preached by Rev. Dr. O. C. S. Wallace of Lowell, it was announced that the church was free from debt, the cost of the $200,000 required to accomplish the purpose of the builder having been raised. This includes a provisional gift from Mr. William H. Dexter of $40,000. This church is one of the most attractive in the country and has been in process of construction two years.

Thursday, Oct. 17, was marked by a series of fatalities in Worcester which are seldom equalled in a single day. A car on the Grant Square and the South Worcester line of the Worcester Consolidated Street Railway was allowed to get beyond control of the motorman on the mid-evening trip, and in making the turn from Kendall Street into Oak Avenue, under terrific speed, the car left the track, ran into the curbing and a large tree, and was completely wrecked, the body of the car leaving the forward trucks. Motorman Edward L. Randlett, twenty-seven, and Conductor Christopher P. Ferris, twenty-one, were instantly killed by being crushed under the car.

Samuel W. Spence, twenty-four years old, while at work on the new gas holder of the Worcester Gas Light Company on Quinsigamond Avenue, fell a distance of 100 feet, being instantly killed.

"PUBLIC OPINION" AND "COMMERCIAL CREDIT."

ADVICE on the so-called "public opinion" bill and information on "Commercial Credit" was given the Worcester merchants at the annual meeting of the Worcester Merchants' Association in October by Senator Elmer C. Potter and William J. H. Nourse, manager of Bradstreet's Mercantile Agency.

Mr. Potter's address had largely to do with the "public opinion" bill, which was defeated in the Legislature last year, and which will probably come up for consideration during the coming year. He made the positive statement that he was against the bill and argued that if the bill became a law it would do more harm than good. He said in part:

"It provides that when 1000 voters ask that the question be put up, it shall go to the State Ballot Bill Commission to be decided if of enough public importance; if 5000 voters sign, it may be placed upon the ballot at the regular State election, and be voted upon. The measure was defeated after a most bitter fight. On one side was Robert Luce of Somerville, and on the other was Joseph Walker. The former defended the bill, while the latter was against it. It seems that this matter of following the wishes of the people is one of many dangers to the people. On the face of it, it appears to be all right to carry out the direct wishes of the people, and that the Legislature should follow that wish. The Legislature should follow the wishes of the people when those wishes are backed by a thorough understanding of the subject. Without this thorough understanding by the people, the Legislature should not follow their wishes, especially if this idea of the people is gotten through prejudice of one-sided hearing. Our representative government is one of the things most conducive to our present prosperity. In theory we always send our best men to the Legislature and to the halls of Congress. In practice the office is not always given to the right man. Sometimes we are careless. We may say he is a good fellow and should have something, and no one else wants it. Then we sometimes say that it should be passed around. In this way sometimes the best men are not sent to the Legislature, through friendship or carelessness. In any case, the question is, what shall we do with these men when we get them there? Shall we say that we will show them our wishes without giving them a chance to do the work? Will this make better legislators or poorer?

"Does a man in the Legislature feel as responsible when we take out of his hands the questions he is sent there to decide as he would if we showed that having sent him there we trusted him? I do not think the legislative body grows in strength in this way.

"Responsibility makes a man. Place responsibility upon a man and he will rise to the occasion. He at once strives to meet the responsibility. If he is watched over and overseen and the responsibility is taken from him, his work falls off. It is so with legislators. If they find that the burden can be shifted upon the people, they are more likely to shift it. Let the people decide what they want and whom they want to represent them, but I say, let us face the responsibility given by the people and not pass anything that our best judgment tells us is not right and best. Then, if we oppose the public opinion bill, do we not say that the people are not fit to decide? We say it as we would say that a man could not read or write in the dark. We trust the people fully, but to give 1000 or 5000 persons a chance to vote upon a question inside of thirty days after they have heard of it is absolutely foolish. We

come against questions that we study for days and days and months and months. The brightest men in the Legislature study to know the best course for months before deciding their opinion. It is called a return to the old town meeting style. The old-time town meeting was one of the most important factors in the building up of strong characters. But in those times the questions were thoroughly discussed and motions to amend were in order, and the things were referred to committees before being voted on. That gave due time for consideration.

"We have the finest government in the world and our State constitution is the finest document ever written by the hand of man. Their work has given satisfaction many times when popular passion has been dangerously aroused. We might recall the case of the Know-nothing party before the war, when popular passion was so strong that but two members of the Legislature voted against it.

"It is true that we pass too many laws and occasionally some are bad ones. And the bad laws do more harm proportionately than the good ones do good. My opinion is that our Legislature is best guided in its work, not by things sprung by one per cent. of the people, but by conversations and understandings with their constituency by the legislators. Responsibility rests upon them. We are not mere voting machines then.

"Send men to the Legislature that feel their responsibility, and who seek to honor their constituency that has honored them by voting wisely and who will then do their constituency credit."

The talk by Mr. Nourse was particularly interesting to merchants, as it showed briefly the history of the commercial rating and its value to commercial life of to-day. He said that years ago business was restricted and the wholesalers did business in a small way, and knew their customers personally, all about them and their family affairs, and it was as doing business among friends. Then business grew and it was realized that merchants must get out and compete to get the trade. Then came the commercial traveler and the merchant lost track of the personal side of his business and was doing business with people he did not know. The question of credit became a serious one with him and it was this development of business that Mr. Nourse had considerable to do with in his remarks. He told of the small book binding and stationery establishment of Bradstreet fifty years ago and of the remarkable stride that had been made in the commercial credit business by the widely known agencies of Bradstreet and Dun, which now cover the entire world. In beginning Bradstreet covered less than a dozen cities, and there were not more than 50,000 names on their list, while to-day they cover 70,000 cities and towns in United States and Canada, and more than 1,500,000 names. These agencies have been cautious in their progress and in the establishment of a system of commercial inquiry.

Statistics show that in 1906 the commercial failures were 66-100 per cent. of one per cent.—the smallest per cent. for twenty-two years. The largest number of failures since 1881 in a single year was 1.05 per cent. The lack of capital of course is the principal cause for failure. Business in a small way, in many instances, is started by an employee of a concern who relies on the friendship of the customers he has made for his employer. He conceives the idea that because they are friendly with him he can start in a similar line of business, and draw to himself the trade which has been going to his employer. After he has branched out in the same business he realizes that he is a competitor, and also realizes that the trade he expected to draw does not follow him, and in ninety-nine cases out of a hundred the business is closed up, either by sale or failure. It is the easiest thing in the world to get credit. It is a remarkable fact that the average business man would not loan a person $10 in money, but would readily give him credit for $25 worth of goods, which is a loan in another way, but does not so impress the business man. The basis of credit is character. It is too often the case that the merchant does not investigate

his customer until after he has sustained a loss. It is the easiest matter possible to secure from five minutes' investigation complete and sufficient information about any man who seeks credit, but not ten men in a hundred take the time to make this personal investigation. It is a well-known fact that some people go into business for the express purpose of beating somebody else, but fortunately the percentage of this class is exceptionally small.

When the mercantile agency was first started, merchants were unwilling to give the agency representative any information about his business, and the collection of this material was difficult. Now a merchant readily gives all information regarding himself and his business, so that the rating which is now given is as near absolutely correct as can be. The changes in commercial ratings in a year are great in numbers. In three months there have been changed more than 200,000 names, 105,000 being added and nearly 100,000 erased. The changes in the names of towns amount to more than 800 in a year. So thoroughly equipped are the mercantile agencies to-day, and so reliable is their information that there are two concerns in the world, one in America and one in Europe, who insure merchants against loss by failure, if the ratings of the two great agencies are followed. During the past few years a very small per cent. of the failures have been caused by competition. Many of the smaller manufacturers and smaller merchants had a dread of the trusts, thinking they would drive them to the wall, but it has not proven true. The American Steel & Wire Company, the greatest wire trust in the world, has one of its great plants here, and yet there are independent wire companies in Worcester doing business to their capacity. The same is true of the card clothing trust. These facts show that the independent manufacturer is not driven to the wall.

Worcester is a remarkable city. It has not rich men compared with other great cities. There are many moderately rich men whose wealth is estimated from $50,000 to $400,000, while there are no so-called millionaires in Worcester compared with other cities, but there are few cities the size of Worcester who have so many so-called well-to-do men.

Worcester in a manufacturing way is remarkable. The statistics prepared by the Board of Trade show a wonderful diversity of industries and a remarkable collection of facts. It is said that 95 per cent. of all the woodenware is made within twenty-five miles of Worcester, and the same is true of toys and combs. In Worcester there are 150 different industries on a street less than half a mile long. Within twenty-five miles of Worcester are the largest optical works in the world, and there are many industries which Worcester and Worcester County can claim as having the largest plant of its kind in America, if not in the world. Mr. Nourse closed with the statement that the business prospects for the coming year are good.

Figures of the amount of business conducted by the telephone indicate that there were 5,071,500,000 exchange telephone conversations and 133,600,000 long-distance or toll communications in the year 1906 in this country. On December 31 there were 7,107,835 instruments in use, 1,436,236 miles of toll wire, 2,385,742 miles of underground wire, 11,373 miles of submarine wire, and an aggregate of 6,080,282 miles of wire devoted to telephone service. The stations number 2,715,367, the total circuits 1,407,900, and the employees 90,000.

WORCESTER BOARD OF TRADE.

BANK BUILDING, 11 FOSTER STREET.

OPEN 8.00 A.M. TO 5 P.M. PRESIDENT'S HOURS: 1 TO 2 P.M. MONDAYS, TUESDAYS, WEDNESDAYS AND FRIDAYS.

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Committee on Membership—Louis H. Buckley, Charles M. Smith, Henry E. Townsend, William J. H. Nourse, Gustaf A. Berg.

The Worcester Board of Trade wants to keep on file at the Secretary's office a complete list of places where floor space can be secured for manufacturing and business purposes. There are calls made every day for such information. The Secretary would appreciate it if every owner of a building in Worcester used for manufacturing or mercantile business would furnish particulars of what he has for renting purposes, and if land-owners would also file a list of available building sites. State owner, location, whether store or factory, amount of floor space, amount of power available and approximate rental. If it is land for manufacturing purposes, state owner, location, number of square feet, general dimensions, any building thereon; if so, give floor space, number stories, brick or wood, power plant with horse power, and purposes last used. Also give name of railroad near it and sidetrack facilities. Give price that can be used as basis of negotiation.

This information is for the use of the Secretary, and is not to be used for any purpose except to locate new or present business interests. No compensation is to be asked for any lease or rental that may be brought about by the Board of Trade.

The seventh meeting of the State Board of Trade Executive Council of 1906-1907 was held at Hotel Vendome October 22, 1907. The death of J. Varnum Abbott, a Vice-president representing the Dedham Business Association and Board of Trade, was announced by the President. Messrs. Donovan, Worthington and Parsons were appointed a committee to prepare resolutions on the death of Mr. Abbott.

It was voted to leave the question of appointing delegates to the Trans-Mississippi Commercial Congress, to be held in Muskogee, Indian Ter., November 19-22, to the Executive Committee, with full powers.

It was voted to request the Lake Mohonk Conference on International Arbitration to register this Board in their list of "Co-operating and Corresponding Business Organizations" as being in sympathy with the objects of the Mohonk Conference.

The seventeenth annual meeting of the Board was held at Hotel Vendome, October 22, 1907, at 10.45 a.m., the President in the chair. Messrs. Pratt, Lewis and Gage were appointed a Committee on Credentials. They reported 107 present with Mr. C. A. Archer, president Salem Board of Trade; Mr. Frederick Humphrey, president of the Massachusetts Retail Grocers' Association, and Dr. M. F. Sullivan, president of Lowell Board of Trade, as guests.

The annual reports of the President, Secretary, Treasurer and the several standing committees were presented, read and ordered placed on file and all recommendations in the same were referred to the incoming Council for con-

sideration and action. It was ordered that said reports be referred to the Committee on Printing and the President, with authority to have such reports printed for distribution as in previous years.

Mr. Charles E. Adams was elected President by a unanimous vote. Mr. Adams expressed his great gratification at the renewed evidence of confidence shown him by the members, but stated that, after much thought upon the subject, he had reluctantly come to the conclusion that the business demands upon him were such that he must decline the election.

Mr. Adams was urged by several members to withdraw his declination or at least postpone action for a year. Mr. Adams stated that his declination must be considered final. A committee was then appointed to retire and bring in a name as a nomination for President, and Lloyd E. Chamberlain of Brockton was elected.

It was voted to amend the constitution by adding a provision for the election of an honorary president for life of a president who had served ten years. By a rising vote—every member rising—Mr. Charles E. Adams was elected an honorary president for life.

For the purpose of manufacturing cement building blocks and engaging in a general contracting business, the Jamesville Construction Co. has been organized with D. H. Eames, A. H. Morse and J. F. Kelley, all of Worcester, as the principal stockholders. The preliminary steps have been taken to incorporate the company with a capital stock of $15,000, all of which has been paid in. All stock issued has been taken.

Officers were elected as follows: D. H. Eames, president; J. F. Kelley, vice-president and general manager, and A. H. Morse, treasurer.

The object of the company, as outlined by Mr. Eames, is broad, and confines them to no special kind of building work. A specialty is to be made of granolithic sidewalks and streets, sewers and cement building blocks and buildings.

For the present the factory will be located in the building at the corner of Clover and James Streets, Jamesville. This building is forty-two by eighty-four feet, and will give ample room to commence work. The cellar will be used for the manufacture of the blocks.

The W. A. Buxton Machinery Company was a purchaser of part of the machinery of the Allen Print Works, Providence.

With a view to establishing its business upon a firmer basis, the Arcade Malleable Iron Company has been reorganized and will make extensive changes and improvements when it removes to its lower works at the corner of Albany and Muskeego Streets, made necessary by the construction of the new Union Station at Washington Square.

At the election of officers Edward B. Dolliver, treasurer of the Standard Screw Company and manager of the Worcester Machine Screw Company, was elected President of the company. Alonzo G. Davis cashier of the Merchants National Bank, was elected Treasurer, and H. Paul Buckingham, Secretary.

J. W. Bishop Company, 109 Foster Street, has been awarded the contract to erect a set of factory buildings for the Lawton Spinning Company, at Woonsocket, R. I. The main factory will be 204 x 108, four stories high. There will be a card and picker room one section of which will be 81 x 59, one story high, and another section 58 x 62, two stories high, and a power house 51 x 68, one story high. All will be of brick with granite window and door sills and will have tar and gravel roofs.

The J. W. Bishop Company has also been awarded the contract to build a factory and power house at Cohoes, N. Y., for the Fuld & Hatch Knitting Company. The main factory will be 210 x 130, three stories high. The power and wheel house will be 55 x 47, one story high. They will be of brick and granite with concrete foundations and tar and gravel roofs.

William Forsberg, Quinsigamond business man and owner of cement works on Wister Avenue, has perfected a curbing cement on radically different lines than that used by Worcester. It is much cheaper and is considered better. As an experiment to demonstrate what the new device will do, Mr. Forsberg had a sidewalk and gutter near his home on Ekman Street equipped with the new material.

For a distance of sixty feet on Ekman Street, the workman put down the combination curbing and gutter, which makes a smooth surface for the passage of the water and is as hard as flint where the wagon wheels will be likely to hit it. The curbing and the gutter are cast in one piece and have been made by Mr. Forsberg in five-foot lengths so that they may be easily handled.

Speaking of his invention, Mr. Forsberg said: "The longer the curbs and gutters are in use of out of doors the stronger they become. They are different from stone, which gradually loses its strength. The cement is all the better for the action of the water.

"As the gutters and the curbs are cast in the same piece, there can be no action of water on the foundations of the curb, which would have a tendency to undermine it. No water can get behind the curb and this is a big point in its favor.

"The lengths are convenient to handle, being cast at my shop in Quinsigamond in convenient pieces, and they can be made any width to suit the special need of the street in which they are to be put."

People in the United States corresponding with persons in foreign countries and wishing to make sure of a reply, can now buy the new return coupons, good for one five-cent United States stamp in any European country. The coupon costs the sender six cents.

The Worcester post office has received an order from Washington concerning these coupons.

THE WORCESTER MAGAZINE

Vol. X. DECEMBER—1907 No. 12.

Magazine and Municipal Comment.
Robs New Hampshire of Title.
The Story of the Freight Franchise.
Review of the Month.
Board of Trade Notes.

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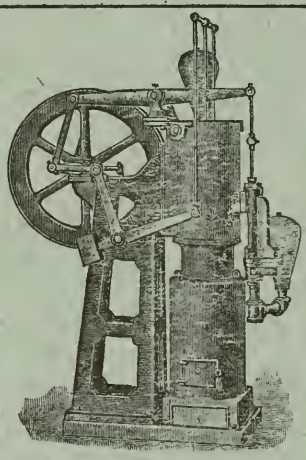

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Foster, Commercial and Mercantile Streets

WORCESTER, MASSACHUSETTS

THE "SOO" MEMORIAL, MARKING OPENING OF SAULT STE. MARIE CANAL.
ERECTED BY NORCROSS BROTHERS COMPANY.

The Worcester Magazine.

VOL. X. DECEMBER, 1907. NO. 12.

This magazine is published by the Worcester Board of Trade. Its reading pages are devoted solely to municipal development, good citizenship and the business welfare of Worcester. Space in these pages is not for sale.

MAGAZINE AND MUNICIPAL COMMENT.

The New Worcester Magazine

Beginning with the January number the Worcester Magazine will be printed in a new form. The size will be increased to 9½ by 12 inches, the cover will be a special design printed in colors, and will contain an illustration of some Worcester improvement each month. The cover will be changed in color each month and the publication will be conducted on strictly up-to-date lines, giving special attention to Worcester's needs and progress on municipal and manufacturing lines. The new magazine will contain illustrated articles, the newest municipal questions will be treated in halftone, questions of local importance will be discussed by Worcester writers, the statistics of local interest will be furnished in revised form each month, and the Board of Trade feels warranted in the statement that the new Worcester Magazine will be the most attractive publication, for what it represents, in the country. The present Worcester Magazine is the only Board of Trade publication in magazine form in the country and the new publication will be a decided improvement over the present style. It will be a publication of interest to every manufacturer and every other citizen in Worcester.

Upright in Business Dealings

The death of Mr. John E. Day removes from Worcester's business life one of its most active representatives. A lawyer by profession, he chose real estate as his business, and devoted his legal knowledge to that line. It has been repeatedly said, and probably truthfully, that there was no better judge of the values of business property than Mr. Day. He was a far-sighted man, as is shown in his development of Main Street property. At a time when the sentiment was against the north end of Main Street as a business centre, he invested hundreds of thousands of dollars in business blocks in that section, and always received a fair return on his money. Probably the most important real estate transaction of his twenty years' experience was the purchase of the Brinley block property, which netted him a small fortune within a short time by turning it over to the State Mutual Life Assurance Company, upon which it erected its great business block. Mr. Day was absolutely honorable in every transaction, and as a real estate dealer had the utmost confidence of the people. As an expert in real estate values his judgment was the best, and the city had frequent occasion to call

upon him in this particular. As a citizen he was public spirited; as a politician he was retired; as a business man he was among the best. His death is a matter of genuine regret and a severe loss to the business interests of this city.

Don't Want it at Franklin Square

The Parks Commissioners, from a tenor of their remarks in the public press, do not favor the Franklin Square site for the Senator Hoar memorial. In a statement made by the chairman of the commissioners a short time ago, it is not considered advisable to take the Scott block property for park purposes. In giving their answer to the specified question asked by the City Council, no reference was made to the memorial statue. The undesirability of the Scott property as a site for the proposed statue is strongly hinted at in this answer. It is undoubtedly the unanimous opinion of the commissioners that the site is totally unfit, and if the Scott block is to be condemned for street purposes that has nothing to do with the Parks Commissioners. It is claimed that they have already enough park room, and that little plot would not help any if they needed the land.

The question of taking this property for street purposes is debatable. Worcester's rapid growth, particularly in that direction from a business standpoint, will probably make the Scott block an issue some day, but as a site for a statue it seems entirely out of the question.

Commission Hears from Many Employees

It is stated that the Massachusetts Commission of Industrial Education, which was authorized by the acts of 1906, has interviewed the managements of nearly 750 business concerns in a dozen important cities of the State. These have, in the main, expressed a hearty willingness to co-operate as far as possible in the plans of the commission for the establishment of schools for the further education of industrial works. The establishments in question have over 130,000 employees, of which nearly 18,000 are under eighteen years of age. The Commission is now directing its attention to ascertaining the wishes of this large number of workmen in regard to opportunities for improving their knowledge of their trades, and judging from information secured it is believed that of the machinists alone there are more than 4000 men who desire evening instruction in the theory of their chosen occupation. There is also a desire on the part of men in their trades to attend evening schools in which the theory of their own specialty is taught, and the estimated total number is approximately 16,000. Requests for schools have been received from a number of towns and the completion of plans for their establishment is in progress.

Financial Storm Will be Weathered

Some complaint of dull business has been heard from New England manufacturers, which is true of Worcester. The scarcity of money, the little lack of confidence, unseasonable weather, and the holiday season, have combined to make the volume of business smaller. Financially the storm has been weathered remarkably well. In many manufacturing cities operations have been restricted to actual demands. The tonnage of output has been reduced, and further curtailment is contemplated. It is said that most plants have enough business in sight to maintain full activity during the balance of the year, but in many cases buyers ask that delivery be deferred. The mid-month number of Dun's Review gives the Worcester condition as follows:

"Trade has not been seriously interrupted by financial conditions, but dealers show marked conservatism and caution, and purchases are for immediate needs only. Manufacturers of machinery and machinists' tools are up with orders and, in some instances, are operating on shorter time, and the demand for textile machinery shows some curtailment. Corset manufacturers continue to do a good business, and manufacturers of muslin underwear are well supplied with orders. Woolens and satinets are still in poor demand, and the volume of trade in cotton worsteds is considerably less than a year ago.

Worcester banks are supplying the needs of their customers, and have experienced no serious difficulty.''

Pay Your Bills Now

The prompt payment of all accounts —small as well as large—is more important at this time of financial closeness than ordinarily, and it is distinctly the duty of all who can do so to pay up promptly and regularly. Small dealers, the grocer, the butcher, the baker, the tailor, and all the rest whose books constantly carry a greater or lesser amount of small bills, have felt and are feeling the tightness of conditions in considerable degree. It is hard for them to obtain money, and money—cash—they must have to do business. The man who, realizing the conditions now, neglects to square all his accounts as promptly as his own resources will permit, is contributing not only to the inconvenience of the small dealer, but is adding his mischievous mite to the sum total of financial uneasiness. Now, more than ordinarily, money should be ''kept moving.'' The man who hoards his money and the man who allows his small accounts to run unpaid are alike working, unconsciously or consciously, against the clarification of the financial sky. The man who senses the true situation and does his best to help matters with whatever cash he has to put in circulation, is, in his way, a force for good.

Veteran in Charity Work

Twenty-eight years ago Mr. Robert Treat Paine shared in founding the Associated Charities of this city. He was elected President, and he has served in that capacity until the present time, giving generously of his means, his time and his influence. He now retires from active duties of the office, and at the annual meeting of the organization, just held, he was made aware to some extent, and as far as was possible in words, how highly his personal contribution to an important phase of city life was appreciated by workers in the field of charity. It is a feeling the larger public shares. During Mr. Paine's term of service there have been striking changes in methods of administering charity, and in the attitude of the public toward a society which attempts to co-ordinate a community's giving, and to substitute economy for waste and definiteness of purpose and of fields of operation for sentimental feeling and overlapping of territories. Perhaps in no way has the outlook for the future been brightened more than by the new relations of the university and the school to the work of giving aid. They are now furnishing instruction of an expert sort to those who wish to prepare for charity work, and they also are producing workers of a higher type. The past year's deficit of the local Associated Charities is hardly creditable to a city so wealthy and intelligent as Boston.—Boston Herald.

To Remain Piedmont's Pastor

Rev. Dr. Willard Scott, who recently resigned his pastorate at Piedmont Church, has decided to withdraw his resignation at the request of a practically unanimous vote of his people. After ten years' residence in Worcester, during which he has shown much public spirit, and has been broad and liberal in his ideas of municipal affairs, he has obtained upon the people a strong hold, and, had his resignation been accepted by his people, it would have been unfortunate. He is too valuable a citizen for Worcester to lose.

Boston Grows in Exports and Imports

Figures recently published show a substantial increase in Boston's export and import business during the first nine months of the current year. This at a time when not alone the Pacific coast ports but some ports on the southern and eastern coasts were suffering a decrease in trade, seems all the more welcome because a less favorable showing might have been expected. Especially cheering is the fact that, despite the railroad disadvantages during the summer, the exports of domestic food stuffs show a gain of nearly 4%. In this particular item Boston has risen from seventh to fifth place, and Baltimore,

though still holding second place for food exports from American cities, has fallen off. In the relative per cent. of gain in imports Philadelphia and Baltimore fall materially short of Boston. The last city's increase was 20.7%, while Philadelphia's was 18.9%, and Baltimore 11.6%, the comparisons being made with trade in corresponding months in 1906.

President Eliot on Civic Reform

President Charles W. Eliot of Harvard University, carrying many other executive and advisory duties, and a counselor of educators far and near, seems to find time to serve civic reform instead of pleading, "I am too busy," or "I have done my share of the world's work, let some one else serve it now." He has undertaken a branch of education along the lines of government by commission. He believes in small school boards, small city councils, in fact in the administrative work being done by few, but these few to be from the community's most practical men. In accepting invitations to address civic reform organizations he does it with a purely educational object, to bring before the best means of a community the thought of governing power by commissions. He has been speaking to voters in New England about the need of better city government, the need of a higher grade of men, of longer tenure of office, of placing more responsibility on the few, and these few experts, and of modifying forms of government which manifestly have not worked well. It was for this purpose he came to Worcester to address the members of the Twentieth Century Club, and in meeting the representatives of that organization he met the men of Worcester who stand for the best. His place as a commanding personality was long since made pre-eminent and secure in the realm of education. His interest in social problems, his participation in conferences with capitalists and trade unionists, and, more recently, his campaign for more efficient municipal government have disclosed the vigilant citizen, competent to advise in solutions of national and local problems, with wisdom derived from an exceptionally long and administrative career, and from intercourse with a great variety of men.

His address on city government before the Twentieth Century Club discloses the moral sources of his loyalty to a citizen's duty, of his zeal when others flag in their efforts. He has visions, and he believes in following them. He is not limited by prejudice, but he tries to transmute his hopes into facts. He has no sympathy with those conservatives who, because they cannot see the end from the beginning, will not take the first step. In municipal reform, as in everything else, he would follow the method of experiment, of comparison. "We cannot tell for certain without trying," he says, "but it is worth trying. There would be no heroism in the world if the hero were not uncertain of the issue."

Water Census Shows Rapid Growth

The rapid strides Worcester is making in population is shown by the recent statement of the Water Department. The census taken by these officials shows a population of 147,084 on Sept. 1, which is an increase of 8193 over the water census of a year ago, and an increase of 19,000 over the State census taken in 1905. These figures are probably nearer correct to the real population of Worcester than any which are gathered by either the state or government officials, as the number of water-takers is a basis on which an estimate can be correctly made. In the matter of taking the official census by the State the work is done by canvassers who are careless in their methods, and there is no question but that hundreds of names are missed. In taking the water census this year the estimate of 145,000 is founded chiefly on the fact that there are scarcely any vacant tenements in Worcester at the present time, when a year ago they were quite plentiful. Worcester is in the prosperity zone and by reason of its diversity of interests will not feel to the extent of other cities the temporary depression which is over the country.

Members of the Massachusetts State Grange will establish department stores throughout the State, if they vote to accept the report of the Co-operative Committee appointed to look into the matter last year, and which will be submitted at the annual meeting of the State Grange. The committee has taken much time for considering every side of the question, and has gone into the matter most carefully.

Department Stores for the Grangers

The committee will endeavor to prove to the Grangers in its report that department stores owned by Grangers would be a great thing for them. The plan is eventually to have a store in every city and town that has a Pomona grange, but to go about the matter gradually. Neither will two or three individuals control any one store, for the recommendations provide that no one person shall own more than five shares.

Another recommendation provides that the grange store will not undersell any other store. It will be run just the same as any other department store, except that the profits will be declared as dividends.

The committee has spent much time in considering the question, and so far has adopted these recommendations:

"That the matter of co-operation be handled from one central head; that head to consist of members of the State Grange, whose duties shall be to buy or sell such articles, commodities, or products as stockholders may direct. That a company be incorporated and charter taken out under the laws of Massachusetts.

"That the object of the company shall be to aid stockholders to co-operate in the buying and selling of farm or household products, supplies and necessities.

"That a suitable person be designated in each Pomona to quote prices and negotiate purchase of articles for the members thereof; said person to be selected by the local organization and serve on commission. The object of having such a person in each local section is two-fold: First, to make it convenient for farmers, through co-operative effort, to obtain better prices on such articles as fertilizers, grain, farming implements, etc.; second, a local person in each of the several sections will materially aid correspondence and commercial dealings with a central head. The local representative will have schedules of prices not only from the central supply, but from other sources. A comparison of this will show where the individual members can save money.

"That the directors be authorized to establish department stores in various parts of the State from time to time as the organization may desire.

"That the stock be sold to only members of the Grange, but there shall be no restrictions as to who shall buy from the department stores.

"That the number of shares be limited to five to a member.

"That these department stores shall not undersell their competitors, and the profits over and above expenses to be declared dividends."

President Roosevelt is favorably considering the proposition of Postmaster-general Meyer to have a system of postal savings banks established in the United States.

For Postal Savings Banks

The plan to establish postal savings banks would be unnecessary if every state had as admirable a savings bank system as Massachusetts has. While it is, of course, true that there are some communities of the State that are not provided with local savings banks, it remains true that the system is so widely spread that there is no Massachusetts community that is not within fairly easy reach of a bank, and it is also true that under the close inspection which the State exercises, every savings bank in the State is as sound and as reliable as a government managed institution would be.

Not all American states, however, are as fortunate in this respect as Massachusetts. The West and the South have large sections where the need for banking facilities of some sort is admittedly inconvenient. It is these sections,

far more than this part of the country, that are likely to reap benefit from the adoption of the Postmaster-general's suggestion, if Congress should see fit to adopt it. There is said to be, at this time, in the United States, something like $100,000,000 that does not pass through the medium of banking facilities, and that would almost certainly be used in the general operations of the Federal treasury in its dealings with the national banks, if the postal savings bank feature of the President's financial plans should be adopted at the coming session of Congress.

Hadwen Home for Nature Study

Worcester takes a long step toward the lead of the country in the new direction of adding the practical matters of the farm and the forest to the institutions of learning, through the ownership of lands for the instruction of students. Obadiah B. Hadwen leaves his home estate to Clark University and College for the purpose of furthering the education in agriculture, horticulture and arboriculture by practical and scientific means. It means practically another park for the people of Worcester, and the students will have the advantage of the most extensive assortment of trees, vines and plants of other kinds in this part of the State, and one of the best in the country. Mr. Hadwen found a great deal of the pleasure of his life in that kind of outdoor work, and he thought enough of it to pass it along to the institutions of learning, so that all the young men who attend there shall be allowed the same privileges that he made for himself. As the city is a winner also, the gift is much enlarged in scope. The tract of land includes some twenty acres on a hill to the west of the city, and near enough to the college grounds to be handy for the work that is suggested in the will of the donor. Worcester is getting rich in that kind of property rapidly through the generosity of its citizens who have grown up with the city and know best how to appreciate its advantages.

Officials Look to Ware River for Water

Mayor John T. Duggan and some of the city officials have visited the Ware River for the purpose of the consideration of it as an adjunct to the present water supply. This is looking to the distant future of Worcester, but the idea is to take steps within a reasonably short time to secure rights that will insure Worcester a water supply sufficient for any number of people the next hundred years. It is claimed that this action is necessary in order to protect the interest of the city against any action that might be taken by the Metropolitan Water Board, which is grabbing up all the water available in Massachusetts, under existing laws. Ware River, if added to the Worcester system, would more than double the combined present supply. It is a fast flowing stream of fine water. Its source is in Brigham's Pond, Hubbardston, and it runs through Hubbardston, Coldbrook, Barre Plains to Hardwick, forming the boundary there between Hardwick and Barre, then through Gilbertville, New Braintree, West Brookfield, into Ware; there it joins the Quaboag River, which eventually joins the Chicopee and goes to the Connecticut.

City and State Finances

Worcester has $54,945.76 coming to it from the State treasury as a result of balancing the accounts. The bookkeeping shows that the total sum involved between the city and the State was $227,651.31. There was due the State from the city $150,120 for State taxes, $16,571.58 for national bank tax, $1822.46 for armory loan sinking fund, $3969.51 for interest on armory loan sinking fund, and $222 for repairs on highways, a total of $172,705.55.

The books show there is due the city from the State $176,258.08 for corporation tax, $5900.68 for national bank tax, $899 for military aid, $23,363 for State aid, $390.39 for temporary aid, $9 for transportation of State paupers, $50 for burial of paupers, $24.28 for care of contagious diseases, $420 for burial of indigent soldiers and sailors, and $20,342.88 for street railway tax.

ROBS NEW HAMPSHIRE OF TITLE.

A RECENT editorial in a Boston newspaper on "Our Stone Deposits" paid tribute to the virgin wealth of Connecticut and Maine, but singularly enough, however, it deprives Massachusetts of the honor that is justly hers. No mention was made of her citizen, O. W. Norcross, except for whose genius and boundless energy the Connecticut stone, which made possible the erection of the sixty-five-ton monument at the "Soo" a memorial to the opening of the Sault Ste. Marie Canal, connecting the ocean of the Great Northwest and the famous Hartford bridge, would in all human probability still be slumbering in the bosom of Mother Earth. That Maine still leads by sending her gray granite to rebuild San Francisco is a statement that might well be the subject of some qualification. Massachusetts has rights in the premises that she does not propose to surrender.

She does not yield her position as the leading producer of granite, which for character, warmth and beauty challenges the world. There is no stone in the State of Maine that is in the same category with the warm pink-tinted granite of Milford and Hopkinton.

To the late H. H. Richardson, whose memory is revered in the world of architecture, and O. W. Norcross, the greatest builder of this generation, jointly belongs the credit of having placed Massachusetts in the position she preëminently occupies today.

There's no state in the Union which ranks with Massachusetts in the production of granite. New Hampshire has the secure title of Granite State, and, as all geologists know, the amount of granite between the Piscataqua and the Connecticut is unlimited, but New Hampshire has not yet developed competent facilities for getting her wealth out of its natural position. The laurels for that endeavor go, according to a recent report of the United States geological survey, to Massachusetts. Massachusetts quarries supply 15 per cent. of the country's total output of granite. And the district in Massachusetts which is largely responsible for the statement of the geological survey is Milford. Everybody of course has heard of Milford pink granite.

It is not generally known, however, that more than $50,000,000 in stone has been taken out of the deposits in the Milford district by one firm alone, the Norcross Bros. This organization employs at times several thousand men, and is one of the largest industries in southern Massachusetts. More than 1300 men were engaged solely for the job of getting the stone for the Pennsylvania Railroad station in New York. Milford and Longmeadow are famous stone producing sections.

H. H. Richardson's masterpiece, Trinity Church, Boston, was executed in a Massachusetts product, Longmeadow brownstone. The same product entered largely into the construction of the $60,000 Ames Memorial at Sherman, Wyoming, on the Rocky Mountains, 10,000 feet above the level of the sea, and there is scarcely a city of any prominence between the Ames Memorial on the Rockies and the Trinity Church on the Atlantic Coast that does not take just pride in an artistic structure of some kind bearing the label: "Made in Massachusetts," and executed either in Milford granite or Longmeadow brownstone. The same is true also of the space that intervenes between the St. Lawrence and the Gulf of Mexico. The entire exterior of the $3,000,000 Allegheny County Court House, Pittsburg, Pa., is constructed of Milford granite, and the $10,000,000 Pennsylvania terminal station now in process of erection in New York City is of the same granite.

A short time ago the architects of the Cathedral of St. John the Divine made a requisition on Maine for eight large granite monoliths. After months of fruitless endeavor and a prodigal expenditure of money, she admitted that the task was beyond her resources. They were furnished in two pieces for each column, a procedure for which there was no architectural precedent, and they stand today at the entrance of what was originally intended to be the finest cathedral building on this continent, magnificent specimens of broken-backed architectural nondescripts. This was done in face of the fact that Massachusetts begged for

recognition and guaranteed to furnish them in one piece, free from flaw or blemish, as originally specified.

A portion of the pedestal upon which stands the equestrian statue of General Lafayette, Paris, France, is of Milford granite. So it matters not whether you stand on the banks of the Seine, 3000 miles distant, or at home on the banks of the Mississippi, Missouri, Monongahela, Potomac, Connecticut or Merrimac, the products of the various Massachusetts quarries are always in evidence.

Massachusetts having been given due credit for being the leading State in production of granite, mention should be given the Sault Ste. Marie Monument, gotten out of the Stony Creek quarry in Connecticut. While it was a great undertaking, a quarrying and transportation feat, the "Soo" monument does not rank with some of the work previously undertaken by Mr. Norcross at the same quarry. The West Point Monument was a much more difficult piece of work, as in addition to quarrying the large block, weighing over 300 tons, it was necessary to provide or rather invent a lathe that would meet the severe requirements which a block of granite of this size would impose upon it. As nothing of this magnitude had ever before been attempted, there was no precedent by which to be guided. Mr. Norcross, however, devised methods never before used in turning granite columns, and the work was executed successfully.

Right here is where Maine failed in an attempt to furnish the columns for the Cathedral of St. John the Divine in one single piece. Her quarry could and did produce blocks of the required dimensions, but the sizable fortune that was at the disposal of the contractors for the purpose of furnishing these columns in one piece could not buy the brains, the only essential element lacking in order to make the undertaking a success. One after another the enormous stones broke in the process of turning, and the attempt to obtain them in one piece was finally abandoned, notwithstanding the fact that Mr. Norcross solicited the opportunity of furnishing them as originally specified.

Returning to the West Point Monument, after turning and polishing the shaft, the question of transportation was a problem that had to be solved. There were no 120,000 lb. steel cars in those days. The cars were not of sufficient length. The railroad bridges were not constructed to stand the severe strain to which this shaft would subject them. Specially constructed cars of novel design were employed by Mr. Norcross in transporting this shaft from Stony Creek to its destination. The setting operation was perhaps the most critical part of the entire contract. The highly polished surface of the entire shaft precluded the possibility of employing the methods ordinarily used in the erection of large columns.

Good examples of Stony Creek granite, of which both the West Point and Sault Ste. Marie monuments were constructed, may be seen in the pedestal of the Hooker statue by Daniel C. French in front of the State House, Boston, and the Sherman pedestal by the late St. Gaudens in Central Park, New York City. The execution and erection of the "Soo" Monument presented some obstacles, as an undertaking of this magnitude would naturally be expected to, but they were not of the order of those experienced in the erection of the West Point Monument. Mr. Ralph H. Davis of Worcester superintended the erection of the Sault Ste. Marie Monument.

Every quarry of any magnitude in New England was thoroughly experted before the contract for the seven-million-dollar Pennsylvania terminal station, now in process of erection, was let. The contract was finally awarded to Mr. O. W. Norcross to be executed in Milford granite.

This enormous industry developed from a very small beginning about thirty years ago. Mr. Norcross prevailed upon the late H. H. Richardson to use this granite in connection with the Longmeadow brownstone for one of the stations on the Boston & Albany R. R. which was to be of the ordinary wood construction. The result was so pleasing to Mr. Richardson that thirty stations on the B. & A. R. R. were afterwards built of the same material, including the $500,000 station at Albany, built entirely of Milford granite. Since building the first B. & A. station, buildings in the aggregate amount of nearly $50,000,000 have been built of Milford granite.

In Boston Milford granite has figured largely in many important building constructions of the past twenty-five years. The Tremont building is made of pink granite. Then the Fiske, Exchange, Congregational, Chamber of Commerce, Colonial, State Mutual, Devonshire, First Spiritual Temple, Old Colony Trust, John Hancock and Ames buildings are made partly or entirely from the output of the Milford deposits.

In the field of artistic structures Milford granite has been used in the Fogg Art Museum, the Shaw Memorial, and in the four large columns and pilasters of the South Station, Boston.

It is a long list of structures in other parts of the country which owe much of their attractiveness to the quality of granite produced in Massachusetts.

Milford pink granite went into the $3,000,000 Allegheny court house at Pittsburg. The Washington Library, and the building used by the Department of Agriculture were built out of this stone. Columbia University's splendid library, Yale's Auditorium and dining hall, the Albany City Hall, the Cincinnati Chamber of Commerce, the Equitable building of Baltimore, the City Hall of Worcester, St. John's Episcopal Church of New York, the National Commercial Bank of Albany, Rhode Island Hospital Trust building of Providence, Brownlow Hall of Wellesley, Holy Trinity Church of New York, University Club of New York, Worcester Art Museum, Andrew Carnegie's house in New York, Park & Tifford building of New York, American Security & Trust Company of Washington, Warder House of Washington, Cornell Medical School, Chicago Edison Company, Mutual Life Insurance of New York, New York Life Insurance, Newberry Library of Chicago, Equitable Insurance, Baltimore Union Trust Company of Washington, United States Trust of New York, Illinois Central Station of Chicago, Washington Public Library—these buildings serve to make only a partial list of well-known buildings of the country in the construction of which Milford pink granite has played an essential part.

Some other kinds of structures which may be mentioned in connection with the prominence of this material are: Osborn Mausoleum of Woodlawn, New York; Stranahan Monument, Brooklyn; Garfield Memorial, Cleveland; New York University fountain; Antietam Monument; the polished columns of the New York Life building in New York; the polished columns around the Madison Square Garden, New York; the polished columns in the Herald building, New York; the pedestal of the statue of Nathan Hale in New York, and the Soldiers' Monument at West Point.

The quarries in Milford cover nearly 4000 acres. The stone from this locality has a beautiful pink shade which no other granite in the world existent in large quantities can show. And it is not only superbly colored, but is extremely hard and durable. It is probably the hardest granite that is cut anywhere in this country. That very hardness makes it admirable material for costly buildings. It will stand heat or cold far better than marble.

Perhaps the greatest demand for this stone which had been made in a decade came with the contract from the builders of the new Pennsylvania Railroad station. About 700,000 cubic feet of pink granite were asked for, and in order to meet such an order within the time specified it was necessary for the owners of the quarry to increase their force of employees by several hundred. Temporarily the suburbs of Milford took on the appearance of a western boom town.

For a number of years Massachusetts quarries have put out more granite than any other quarries in rock-ribbed New England. Maine is a prominent competitor for high ranking in the table of statistics, and New Hampshire would like to enter the lists conspicuously. But the demand for the unusally beautiful granite, such as the quarries along the coast produce, continues to be great, and it is very unlikely that Milford granite or Longmeadow brownstone will lose its prestige while the ledge exists.

THE STORY OF THE FREIGHT FRANCHISE.

IN 1904 the Worcester Board of Trade adopted a resolution, which was later adopted by the Worcester Merchants' Association, requesting that as soon as conditions warranted, an express parcel delivery be established by the street railway companies centering in Worcester. This communication was sent to the management of the Worcester Consolidated Street Railway Co., the Worcester & Southbridge Street Railway Co., the Worcester & Holden Street Railway Co., the Worcester & Webster Street Railway Co. and the Boston & Worcester Street Railway Co. At that time the New York, New Haven & Hartford Railroad Co. controlled the two lines running south from Worcester, namely, the Worcester & Webster and the Worcester & Southbridge lines. The management of these various roads acknowledged the receipt of a letter informing them of the resolution of the Board of Trade and promised as soon as possible such service would be put into commission. A few months ago, after the Worcester Consolidated Street Railway Co. went into the hands of the New England Securities & Investment Co., which is the holding company of the N. Y., N. H. & H. R. R. Co. street railway interests, the Worcester Consolidated petitioned the Worcester Board of Aldermen for a permit to carry freight over its lines. This has generally been termed in discussions a freight franchise, which in reality is only a permit. The petition was broad in its scope and naturally created considerable discussion, both favorable and unfavorable. A public hearing was given, which was slimly attended, but no real interest was created until within the last month. A draft of a permit was drawn for the Board of Aldermen, which contained a clause providing for the termination of this permit at the end of five years. To this clause the Worcester Consolidated objected and the Board of Aldermen struck out all reference to the five years' termination feature. The franchise, which was perpetual in its intent, but which gave the Board of Aldermen privilege to revoke it at any time it thought it was not working to the interests of the city, was opposed by the Board of Aldermen. Mayor Duggan, who objected to the elimination of the five years' termination feature, vetoed the order providing for the permit. The veto was sustained by the Board of Aldermen at its meeting Nov. 18, the aldermen voting against the veto being George F. Brooks, George H. Coates, Charles H. Harris, Adolphe F. Almgren, John H. Connelly, John P. Holmgren, Charles H. Hastings. The aldermen voting to sustain the veto were Mark M. Patterson, John W. Mitchell, James H. Mellen and Peter F. Sullivan. Failing of a three-fourths vote required to over-ride a veto, the action of the Mayor was sustained. In order that the readers of the Magazine may have a definite idea of the matter, the franchise, veto and legislative act giving the street railways rights under certain conditions to act as common carriers is here given:

CITY OF WORCESTER.
IN BOARD OF ALDERMEN,
Oct. 28, 1907.

Whereas, the Worcester Consolidated Street Railway Company has presented its petition to this board asking that said company be authorized to act as a common carrier of baggage, express and freight upon all parts of the street railway operated by it and situated in the city of Worcester, as more fully appears in said petition, and

Whereas, due notice, as required by law, has been given to all parties interested in the matters contained in said petition, and

Whereas, a public hearing was

duly had upon said petition, as provided by law, on the twenty-fourth day of June, 1907, and

Whereas, after due consideration the said Board of Aldermen has determined that public necessity and convenience require the granting of the authority asked for in said petition,—

It is Ordered that the Worcester Consolidated Street Railway Company be, and the same is granted authority to act as a common carrier of baggage, express and freight upon all those portions of the lines of the street railway hereafter specified, and operated by it within the limits of the city of Worcester. This grant is subject, however, to the regulations and restrictions hereinafter set forth, and to such other regulations and restrictions as may from time to time hereafter be made by the Board of Aldermen of the city of Worcester, and approved by the Board of Railroad Commissioners of the Commonwealth of Massachusetts.

The rights and authority hereby granted may be terminated by order of the Board of Aldermen, approved by the Board of Railroad Commissioners, whenever in the opinion of said Board of Aldermen the said street railway company fails or neglects to comply with the regulations and restrictions hereinafter set forth, or which may from time to time hereafter be adopted by said Board of Aldermen, and approved by said Board of Railroad Commissioners.

Regulations and Restrictions.

1. The company shall act as a common carrier of baggage, express and freight to the extent of carrying and transporting such kinds of packages, parcels, goods and merchandise, and of such size, bulk, weight and dimensions as are ordinarily carried and transported by express companies, but this order does not authorize the transportation of explosives or articles, goods or merchandise dangerous or obnoxious to the public, or to the safety of the passenger service.

2. The company shall receive and deliver baggage, express and freight without discrimination or favor to any person or corporation at such places or stations within the city limits as shall be approved by the Board of Aldermen and by the Board of Railroad Commissioners.

3. No baggage, express or freight shall be transported except in suitable closed cars, properly equipped with fenders, brakes and safety appliances, all of which have been first approved by the Board of Aldermen and by the Board of Railroad Commissioners. But no such car shall be joined to or operated with any other car.

4. All cars operated hereunder shall be kept in first-class condition, clean and well painted, to compare favorably with cars used for passenger service; shall be in charge of trained employees, but no such cars shall be run at a higher rate of speed than that at which the company operates its passenger cars, nor in such manner as to interfere with the passenger service.

5. No cars after leaving the terminal station used by the said company shall stop for the collection or delivery of any baggage, express, freight or merchandise between said terminal station and the city limits, but this regulation shall not be construed as preventing the establishment of suitable stations approved as hereinafter specified between the central terminal station and the city limits.

6. Before exercising the rights herein granted, the street railway company shall provide a central terminal station for the reception and delivery of express and freight, at such place and of such design and construction as is first approved by the Board of Aldermen.

7. The said company shall from time to time, whenever directed by the Board of Aldermen and approved by the Board of Railroad Commissioners, provide, at such place or places, and of such design and construction as is first approved by the Board of Aldermen, such additional station or stations for receiving and delivering baggage, express and freight as public necessity or the use of the streets of the city reasonably requires.

8. No cars shall be operated under this order on Sunday.

9. The exercise of the rights hereby granted to the said company shall be subject to the condition that it shall not in any way alter, abridge or modify said company's duties and obligations imposed by law relative to the transportation of passengers upon the lines operated by it within the city limits.

10. The rights herein granted are given upon the express condition that they shall not operate in any way to enhance the value of the assets of the company in the event of a purchase of the railway property by the city or state.

This is the full text of Mayor Duggans veto message:

To the Board of Aldermen of the city of Worcester.

Gentlemen—I return herewith without approval the order adopted by your honorable board Oct. 28, 1907, granting permission to the Worcester Consolidated Street Railway Co. to act as common carriers of freight, etc., for the following reasons:

In the original draft as submitted to the Board of Aldermen and to me by the law department of the city of Worcester, by which the Worcester Consolidated Street Railway Co. be granted authority to act as a common carrier of baggage, express and freight upon all those portions of the lines of the street railway operated by it within the limits of the city of Worcester, the following provision was incorporated relative to the grant:

"That all rights and authority granted by this order shall cease at the expiration of five years from the date of the approval of this order by the Mayor."

It seems to me that the sub-committee, not having full power to act in eliminating this or any other important provision that would be conducive to the interests of the city, usurped the rights and privileges of the aldermanic body as a whole. Moreover, the City Solicitor, after a conference with the chairman of the Board of Railroad Commissioners, informed the sub-committee and the Mayor that the draft as originally drawn and which contained this restriction, would be approved by the Board of Railroad Commissioners.

From this it was evident to any fair-minded man that the Board of Railroad Commissioners were willing to act in a manner fair and impartial. They believed that the city of Worcester as one of the parties concerned, had rights and privileges which should be respected in a degree equal to the rights and privileges of the Worcester Consolidated Street Railway Co. Yet, in spite of all this your honorable board is willing to grant to this company a franchise, or a permit, if the name sounds softer, which shall place at their disposal, in perpetuity, the streets of the city of Worcester for operating a freight trolley service, the emolument from which will be heaped into the coffers of their own private treasury, while the inconveniences, the nuisances and the hardships will be the endurances to which the people will be subjected by foolishly sacrificing those rights of which they should be the possessors. There is no argument at all in saying that the order submitted by your honorable board contains regulations and restrictions that would protect the city of Worcester in the future.

One section of your order reads that "the rights and authority hereby granted may be terminated by order of the Board of Aldermen, approved by the Board of Railroad Commissioners, whenever, in the opinion of said Board of Aldermen, the said street railway company fails or neglects to comply with the regulations and restrictions hereinafter set forth, or which may from time to time hereafter be adopted by said Board of Aldermen and approved by said Railroad Commissioners."

If the street railway company advances the argument as it has officially to me, that the reason they do not want the five years' restriction incorporated, is from the fact that they do not know what the composition of the Board of Aldermen will be five years hence, then we answer in refutation, neither have we any means of knowing what will be the composition of the Board of Rail-

road Commissioners five years from this time.

Gentlemen, the time for us to act is here and now. As Mayor of the city of Worcester, and without any feelings of reserve whatsoever, I return the order as submitted to me without my signature of approval.

Respectfully,

(Signed) JOHN T. DUGGAN,
Mayor.

Worcester, Nov. 9.

(Chapter 402.)

AN ACT RELATIVE TO STREET RAILWAY COMPANIES ACTING AS COMMON CARRIERS.

Be it enacted, etc., as follows:

Section 1. A street railway company may become a common carrier of newspapers, baggage, express matter and freight in such cases, upon such parts of its railway, and to such extent, in any city or town, as, after public notice and a hearing, upon the petition of any interested party, the Board of Aldermen or the Selectmen in such city or town and the Board of Railroad Commissioners shall by order approve. If the Board of Aldermen or Selectmen to whom such a petition is presented act adversely thereon, or fail within sixty days from the date of the filing of such petition, the petitioner or any interested party may file such petition with the Board of Railroad Commissioners, who shall, after public notice and a hearing, determine whether public necessity and convenience require the granting of such petition, and shall make an order dismissing such petition or requiring any street railway company named in such petition to act as such common carrier in such cases, upon such parts of its railway and to such extent, and under such regulations and restrictions as, in the opinion of said Railroad Commissioners, public necessity and convenience require.

Any street railway company acting under authority hereof shall be subject to such regulations and restrictions as may from time to time be made by the local authorities aforesaid, with the approval of the Railroad Commissioners, and shall also be subject to the provisions of all laws now or hereafter in force relating to common carriers so far as they shall be consistent herewith and with said regulations and restrictions. The authority conferred upon any street railway company by virtue of the provisions of this act may at any time be revoked or terminated in any city or town, or upon any part of its railway, by the Board of Aldermen or Selectmen, with the approval of the Board of Railroad Commissioners.

Sec. 2. Section 41 of Part III of Chapter 463 of the acts of the year 1906 is hereby repealed.

Approved, May 10, 1907.

REVIEW OF THE MONTH.

[The following paragraphs of November events include the most important happenings that have taken place during a holiday month.]

UNDER the will of Obadiah B. Hadwen, who died in the latter part of October, Clark University and College gets the Hadwen home on Lovell and May Streets, assessed at $20,000, and comprising 824,000 feet of land and buildings. The terms of the gift, which has been accepted by the trustees of the University and College, are:

To the Trustees of Clark University and College for use of university and collegiate department that portion of my home estate bounded by westerly side of Lovell Street and southwesterly side of May Street, containing 824,684 square feet, with all buildings thereon, the estate to be forever kept for the purpose of educating students in agricultural, horticultural and arboreal knowledge, scientific and practical. The will says Mr. Hadwen adopts this course with the purpose of preserving the trees and plants thereon, being a portion of his life work.

He also gives to Clark University $1000 to embellish their grounds with ornamental trees and plants. A codicil of the will cancelled a gift of $1000 to Worcester Art Museum, and gives the same amount to Memorial Hospital. Other public bequests are: Worcester County Horticultural Society, $1000; Home for Aged Men, Worcester, $1000; Home for Aged Women, $1000; Orphans' Home, Worcester, $1000; Worcester Society of Antiquity, $1000. The annual income of these bequests is to be used by the legatees. Mr. Hadwen's real estate holdings in Worcester are assessed at about $60,000.

In an opinion recently handed down by the Massachusetts Supreme Court against the validity of a voting machine in Ward 10, Boston, the decision goes further than the particular case, and in a lengthy opinion applies the decision to the whole of Massachusetts.

The opinion, signed by a majority of the judges, declares that any method of voting which hides the ballot from the voter is unconstitutional.

The annual convention of Worcester County Teachers' Association was held Nov. 1 in Mechanics and Classical and English high school halls. The general session was in Mechanics Hall, the high school section, primary and kindergarten sections and manual arts section meeting in the other halls.

Speakers in Mechanics Hall were Charles H. Morse, secretary of the Massachusetts Commission on Industrial Education, and Dr. Luther H. Gulick, director of physical training in the New York city public schools, in the forenoon; and in the afternoon Andrew S. Draper, commissioner of education of the State of New York. The gatherings in the other halls were addressed by John R. Thayer, Miss Lotta A. Clark of the Charlestown high school, Miss Alice Louise Harris, assistant superintendent of the Worcester public schools; Mrs. Alice W. Cooley of North Forks, Dakota, and Walter Sargent, director of drawing and manual training in the Boston schools.

The fourth annual exhibition of photographs at Worcester Art Museum opened Nov. 1. The work was by amateur and professional photographers, and offered interesting studies in coloring and shading. There were 339 pictures in all, 55 by Worcester photographers. The exhibit was open till Dec. 1.

Jeremiah J. Higgins, carpenter and contractor and real estate dealer, Nov. 4 bought the widely known 35½-acre estate of Major Willard F. Pond on Vernon, Spurr and Providence Streets. The piece of property is one of the largest single pieces of real estate in the city proper, and its sale to Mr. Higgins is considered one of the most important real estate deals that has been made in Worcester in years. The plot of land is assessed for $32,200. The buildings upon it are assessed for $5900, and the price brought is upward of $100,000.

The farm has been known for many years as that on which Willard F. Pond, by special surface irrigation and fertilization, has grown record crops of hay that startled the agricultural world. Three crops of hay a year was a regular thing for Mr. Pond, who figured on getting at least six tons of hay to the acre.

Henry Woodward, for nearly fifty years one of the leading financiers of Worcester, died at his home, 43 West Street, Nov. 3, aged 85 years. He was the son of Dr. Samuel Woodward, the first superintendent of Worcester Insane Asylum. His birthplace was Wethersfield, Ct., and he came to Worcester when he was seven years old, and his early education was received in Worcester public schools. While pursuing studies in the high school, his father gave him the choice of a college education or that of becoming a student of art, and his choice was for art. Of an artistic temperament, he had a natural gift for drawing and painting, which was developed under the teaching of good masters. Pictures from his brush have been sold, and have been subjects of exhibition many times. As one of the organizers of the Worcester Art Students' Club, he always had a deep interest in its success, and had been its president. He was at one time instructor of drawing in Holy Cross College. He was for a time in his early years in a Boston dry goods store, and later confidential clerk for his father, superintendent of Worcester Insane Asylum. He was treasurer of Mechanics Savings Bank forty-nine years, and was one of the most widely known bank men in Massachusetts. Politically Mr. Woodward was a Republican, and his religious views were in accord with those of the Congregational-Unitarian, and he united with the Church of the Unity as one of its early members, when its first pastor was Rev. Dr. Edward Everett Hale. He married first, in 1853, Mary Hunt, daughter of Eben and Mary (Abbey) Hunt. She died Jan. 24, 1872. Her native place was Milford. His second wife was Mrs. Amelia (Gerry) Wells, Boston, whom he married Dec. 21, 1875. She was the widow of Benjamin Wells, Boston.

At the election Nov. 5 Worcester cast 7093 votes for Governor Curtis Guild, and 3784 for Henry M. Whitney, Democratic candidate for Governor. Governor Guild for re-election carried the city by 3309, in a total vote considerably less than he received a year ago. For Lieutenant-governor Eben S. Draper carried the city by a plurality of 3041 over Geo. A. Schofield, the Democratic candidate. The vote of the city for Governor and Lieutenant-governor was: Governor, Guild, Republican, 7093; Whitney, Democrat, 3784; Hisgen, Independence League, 2670; Cowee, Prohibitionist, 168; Brown, Socialist, 206; Brennan, Socialist-Labor, 127; Bartlett, Anti-Merger, 167. Lieutenant-governor, Draper, Republican, 6819; Schofield, Democrat, 3778; Brown, Independence League, 2479; Lewis, Prohibition, 172; Lawrence, Socialist, 166; Hoar, Socialist-Labor, 265; Cahill, Anti-Merger, 78. The vote of Worcester County was: Guild, 22,819; Whitney, 8809; Draper, 22,040; Schofield, 8581; plurality for Guild, 14,010; Draper, 13,459. For Senators the surprise was in the First Worcester District, comprising Wards 4, 5, 6, 7, 8, 9 and 10, Worcester. Elmer C. Potter, Republican, defeated Hugh H. O'Rourke, Democrat, 37 votes, the district normally being largely Republican. In the Second Worcester District, comprising Wards 1, 2 and 3, Worcester, and the county towns of Berlin, Bolton, Boylston, Clinton, Harvard, Holden, Lancaster and West Boylston, Edward A. Cowee, Republican, was elected over Edward H. O'Brien by 1700. The city's representation is made up as follows:

Thirteenth District — *Daniel E. Denny, Worcester, Rep.

Fourteenth District—*Alonzo F. Hoyle, Worcester, Rep.

Fifteenth District—Cornelius J. Carmody, Worcester, Dem.

Sixteenth District—*John F. McGrath, Worcester, Dem.

Seventeenth District — John H. Thompson, Worcester, Dem.

Eighteenth District—Oscar C. Hammarstrom, Worcester, Rep.

Nineteenth District — *Lucian B. Stone, Worcester, Rep.

Twentieth District—*John H. Pickford, Worcester, Rep.

Twenty-first District—*Henry E. Dean, Worcester, Rep.

Twenty-second District—Robert M. Washburn, Worcester, Rep.

The star indicates re-election, and the districts 13 to 22 inclusive represent Wards 1 to 10 inclusive.

Rev. Dr. Willard Scott, pastor of Piedmont Congregational Church, resigned his pastorate in October. At a special meeting of the church Nov. 6 the resignation was discussed, and it was almost unanimously voted that it be not accepted. Acting on the request to remain Dr. Scott has withdrawn his resignation.

Dr. Nathan Warren, who lived for a time in Worcester, was elected Mayor of the nominally Democratic city of Yonkers, N. Y., Nov. 5, on the Republican ticket. The popularity of Dr. Warren was manifested by the vote he polled in comparison with the votes of Republican candidates in previous years. Dr. Warren is the first Republican mayor elected in a score of years. His competitor at the polls was the Democratic mayor, who had won his election by more than 1500 votes. Dr. Warren was born in Hubbardston. He early removed with his family to Worcester and entered the public schools. After graduation from the lower schools and the high school, he entered the employ of George E. Fairbanks, who conducted a pharmacy on the site now occupied by Hall & Lyon, Front Street. He later left Worcester, graduated from the Bellevue Hospital Medical School, New York, completed a course in the hospital in Yonkers, and settled down in that city to practice his profession.

George Calvin Rice of Greendale was unanimously elected President of Worcester County Horticultural Society Nov. 6, to succeed O. B. Hadwen, deceased. The election of Mr. Rice was a surprise, not only to the members of the Society, but also to Mr. Rice, who positively refused to be considered a candidate for the office at any time since canvassing for the place has been in order.

President Carroll D. Wright of Clark College and Miss Miriam F. Witherspoon, secretary of the Associated Charities, were elected, Nov. 8, at a meeting of the Massachusetts State Conference of Charities, on the Executive Committee of the State organization. Other members are: Robert Treat Paine, the president of the Boston Associated Charities; Judge Charles DeCourcey of Lawrence, and Mrs. Alfred D. Sheffield of Springfield.

President Carroll D. Wright of Clark College was guest of honor at a dinner in New York Nov. 9 at the Engineers' Club, given by Charles Kirchoff, editor of the Iron Age, and chairman of the Advisory Council of the American Museum of Safety of the American Institute of Social Service. At the close of the dinner the French consul general, on behalf of the French government, and as a representative of M. Jusserand, the ambassador at Washington, bestowed upon President Wright the cross of Knight of the Legion of Honor. First among the congratulatory greetings from Mr. Wright's friends was one from President Theodore Roosevelt, in which he congratulated Mr. Wright that his services had received such a signal acknowledgment from the French government. The Legion of Honor was instituted May 19, 1802, by first consul, Napoleon Bonaparte. Its distinctions are conferred for civil, but more especially for military achievements. President Wright is also a member of the Institute of France. A year and a half ago President Wright was made an honorary member of the order of Saints Maurice and Lazarus by the King of Italy. There are only about fifteen people in the United States who have been thus honored by the French government.

In the Superior Criminal Court Nov. 12 James W. Anderson, former superintendent of the Worcester & Southbridge Street Railway, was found not guilty, and Nelson B. Smith, conductor on the same road, was found guilty of manslaughter and sentenced to the House of Correction for six months. They were both indicted by the Grand Jury for causing the death of George H. Fitzgerald, a motorman on the road, in an accident in August caused by violation of orders.

The fortieth annual meeting of the Woman's Board of Missions was in Worcester Nov. 12, 13 and 14. There were upward of 200 delegates present from various states east of the Mississippi River, and addresses were by missionaries from over the world.

John E. Day, one of the largest real estate holders, and said to be the best authority on real estate values in Worcester, died at his home, 179 Pleasant Street, Nov. 12, after an illness that dated back to the early spring. His age was 56 years and 7 months. Mr. Day was born in South Killingly, Ct., the son of Augustus Eddy and Lucy Ann (Short) Day, March 26, 1851. He received his early education in the schools of Killingly and Webster, and prepared for college at Phillips-Andover Academy before entering Amherst College, from which he was graduated in 1871. He was principal of the Westboro high school from 1871 to 1874, when he was made superintendent of schools in that town. He held that position one year. He was a student at the Boston University School of Law in 1875-76. During his Westboro teaching he was a student in the law office of Hon. George Frisbie Hoar, and in the year 1876, after his graduation from the Boston school, he took and passed his bar examination, being admitted to practice at the Suffolk bar. During his study of law he made a specialty of real estate law, and early in his practice he was recognized as an authority on matters pertaining to real estate transactions. His law business gradually drifted into real estate alone, and during his life he figured in some of the largest real estate deals recorded in Worcester. He was especially sought for advice on sales and wills, and had filled the position of trustee on countless estates in Worcester and in Worcester County. His real estate holdings at the time of his death were valued at $725,000. Among his holdings was the property extending from 252 Main Street, south to Walnut Street, and west as far as Eden Street, but not including the Worcester Five Cents Savings Bank, on the corner of Walnut and Main Streets. Included in this block are the Day Building, the Higgins Building and the Flagg Building. Mr. Day's holdings consisted of 220,106 feet of land, valued at $389,000, and the buildings at $336,400. He owned several other pieces of property situated in various parts of the city, including the house at 179 Pleasant Street, in which he lived. He at one time owned a portion of the site on which the State Mutual Building now stands. He was a prominent member of Union Congregational Church, and was chairman of the Building Committee of the present church. He was a member of Worcester Board of Trade, the Amherst Club, Tatnuck Country Club, Commonwealth Club, and Worcester County Bar Association. Mr. Day married Miss Abbie F. Fay, daughter of Mr. and Mrs. Hamilton B. Fay. There are five children, all living.

John F. McCabe, seven years chief clerk and purchasing agent for the Worcester Consolidated Street Railway Company, has been promoted to purchasing agent for all the roads in the system controlled by the New England Investment & Security Company, and removed to Boston Nov. 14, where he will be located in the office of Vice-president L. S. Storrs of the company.

John Green Heywood, managing trustee of the Worcester Art Museum since its foundation ten years ago, and one of the foremost workers in the interests of the institution, died Saturday, Nov. 16, from heart trouble. Mr. Heywood came

from two of Worcester's oldest families. He was the son of Dr. Benjamin Franklin Heywood and Elizabeth Ruggles (Green) Heywood. Mr. Heywood's early education was obtained in the Worcester grammar and high schools, and he entered the Lawrence Scientific School at Harvard at eighteen, and was graduated in 1864. Engineering was his chosen profession, but the greater part of his life was devoted to the care of large real estate interests left by Mr. Heywood's father. Mr. Heywood was elected managing trustee of the Museum at the opening in 1898, and held that office until his death. Much of the beauty of the Art Museum, as it is to-day, can be attributed to Mr. Heywood's fine artistic taste and good judgment in the selection of furnishings and arrangement of all that is contained in the Museum. Mr. Heywood was popularly known as "Father" of the Quinsigamond Boat Club, as he was the prime mover in the amalgamation of the old Phantom and Atlanta boat clubs into the present Quinsigamond Boat Club, and was a member of the crew which the Quinsigamond Club sent out in the early days. Mr. Heywood was Worcester's only member of the Society of Cincinnati, and was a member of the Standing Committee. He never married.

Charles Taylor Pratt, son of former Mayor Charles B. Pratt, particularly well known socially on account of his interest in turf matters, died at his home on Germain Street Nov. 18 from typhoid fever. His age was 62 years and 10 months. Mr. Pratt was born in Worcester, son of Charles B. and Lucy A. (Brewer) Pratt, his father for more than forty years being a prominent figure in Worcester politics, and at one time Mayor of the city. The son was graduated from Highland Military Academy in the class of 1863.

He was widely known among newspaper men, and the greater part of his life was passed here, although he worked in Holyoke as manager of the Holyoke News, and filled a similar position on the Holyoke Democrat. At one time he was in charge of the Connecticut Valley edition of the Springfield Republican, had been employed on the Boston Post, but was most familiar to the public of Worcester through his connection with the Worcester Daily Times as city editor, and with that paper he remained until its discontinuance. He was widely known among horsemen, and was a contributor to the Horseman. Mr. Pratt was an accepted authority on race track matters, and during the latter part of his life his time was taken up chiefly in writings for various publications over the nom de plume "Old Sport."

In 1868 he married Miss Jane Cooper Jewett, daughter of Capt. Thomas Green Jewett of Bridgewater and of Mary Gardiner Howard of Augusta, Me. He is survived by his wife, one daughter, Mrs. Charles L. Short, wife of Rev. C. L. Short.

Mr. Fred William Blackmer, senior member of the law firm of Blackmer & Smith, died Nov. 26, at his home on Massachusetts Avenue. He was born in Hardwick, son of William H. and Harriet N. Blackmer. He was not a college graduate, neither was he a graduate of a law school. He studied law in the office of Rice & Blackmer, his brother being associated with the late Congressman W. W. Rice. He was admitted to the bar in 1883, and later became associated with Ernest H. Vaughan, now City Solicitor of Worcester. This firm was widely known on account of its corporation business, both Mr. Blackmer and Mr. Vaughan being specially successful as corporation lawyers. Mr. Vaughan retired from the firm last spring and the firm became Blackmer & Smith, the junior member being Frank C. Smith. Mr. Blackmer was 49 years old. He leaves a wife and four children, and a mother 90 years old.

Former Councilman Warren A. Waterman, superintendent of the Standard Plunger Elevator Company at Jamesville, died at City Hospital Nov. 25 after a month's sickness caused by tumor on the brain, for which an oper-

ation had been performed. Mr. Waterman was a native of North Appleton, Me., had been employed as a machinist in Providence and Denver, and came to Worcester about seven years ago as foreman of the Plunger Elevator Works in Greendale, but for five years had been superintendent of the elevator plant in Jamesville. He left a widow, and one daughter, thirteen years old. He was a member of the Common Council in 1905 from Ward 6.

Dr. Elmer Ellsworth Brown, United States Commissioner of Education, spoke before the Levana Club of School Teachers early in November on "Work or Leisure," it being his first time in Worcester as a speaker. He paid a tribute to the Worcester schools for including in their course music to a larger extent than in the schools of some other cities. He said he found in a superficial inspection of the schools, and in talking with several of the teachers, that Worcester is admirably equipped for the study of music in the schools. He applauded Worcester for the success of music in the schools, and the fact that pupils are kept in school to a greater age than in most cities of the United States. For the introduction of the art of cookery he also praised the school administration of Worcester.

Walter H. Barber and Herbert L. Brown, the two Worcester boys who left Boston for San Francisco, May 13, on a wager that they would walk the distance in five months or less, arrived in San Francisco Oct. 28. Albert Kuehl, the other lad who started on the long walk, was not in at the finish. Somewhere between Chicago and the great American desert Kuehl gave it up. The boys were two weeks and two days behind schedule time. Although they lost the bet placed by Miah Murray, Boston, they claim to have broken the record between the cities by four weeks and five days.

The Postmaster-general on Nov. 12 announced the fines imposed on New England railroads during the quarter year ending Sept. 30, for delays in handling the mails. The Boston & Maine Railroad was fined $9.31 for the Boston and Portland route, and $440.76 for the Boston & Troy route, The Boston & Albany division was fined $4699.73, and the New York, New Haven & Hartford, between New York and Boston, $194.21.

Central Congregational Church Nov. 20 unanimously voted to extend a call to Rev. Shepherd Knapp, associate pastor of the Brick Presbyterian Church in New York city, to become pastor of the Worcester church. The action of the church has been endorsed by the parish, and it is probable that this well known New York divine will become a resident of Worcester with the new year.

Gen. Josiah Pickett, one of Worcester's real heroes of the Civil War, celebrated his eighty-fifth birthday Nov. 21 at his home on Chatham Street. The friends who have been so loyal to him during his days of good health were among his callers on the occasion of his birthday, he having been confined to his home by sickness for many months. Although in a weakened condition physically, General Pickett has lost none of his cheerful disposition, and his eighty-fifth birthday was one of the happiest for him in recent years.

Frank W. Phipps, who figured as the defendant in a murder trial early in the month, has been released from jail on his own recognizance. The jury failed to agree on a verdict, it being a majority in favor of an acquittal on the charge of murder in the second degree. The murder took place on the Shrewsbury side of the Lake July 9, and the victim was Charles L. Burnap.

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Committee on Membership—Louis H. Buckley, Charles M. Smith, Henry E. Townsend, William J. H. Nourse, Gustaf A. Berg.

The Worcester Board of Trade wants to keep on file at the Secretary's office a complete list of places where floor space can be secured for manufacturing and business purposes. There are calls made every day for such information. The Secretary would appreciate it if every owner of a building in Worcester used for manufacturing or mercantile business would furnish particulars of what he has for renting purposes, and if land-owners would also file a list of available building sites. State owner, location, whether store or factory, amount of floor space, amount of power available and approximate rental. If it is land for manufacturing purposes, state owner, location, number of square feet, general dimensions, any building thereon; if so, give floor space, number stories, brick or wood, power plant with horse power, and purposes last used. Also give name of railroad near it and sidetrack facilities. Give price that can be used as basis of negotiation.

This information is for the use of the Secretary, and is not to be used for any purpose except to locate new or present business interests. No compensation is to be asked for any lease or rental that may be brought about by the Board of Trade.

The regular meeting of the Worcester Board of Trade Directors takes place Thursday night, December 12, at eight o'clock, at the rooms on Foster Street.

At the November meeting of the Board of Trade Directors it was voted to hold the annual banquet, the date and arrangements to be left with the Committee on Meetings and Receptions.

The Board of Trade Committee on Meetings and Receptions had a meeting the latter part of November and arranged for the winter smoke talks. Hon. William A. Lytle, chairman of the committee, presided and made the following appointments: December smoke talk, William H. Coughlin, E. G. Connette, Gen. R. H. Chamberlain and Channing Smith; January smoke talk, W. W. Johnson, James Logan, A. W. Parmelee and H. E. Townsend; February smoke talk, Charles F. Marble, Irving E. Comins, George A. Park and Arthur C. Comins.

The committee on speakers for the annual banquet is composed of Hon. William A. Lytle, George F. Booth, president of the Board of Trade, and Mr. James Logan.

A meeting of the Committee on Membership was held Nov. 22. The following were elected to membership: John E. Bradley, of Osgood Bradley & Sons; J. B. Garland, of J. B. Garland & Son, 15 Grafton street, and William J. Grant, of Worcester Post Office Clerks' Association.

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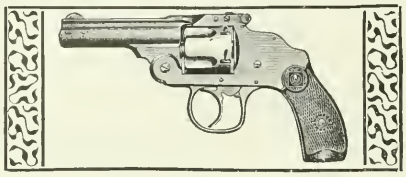

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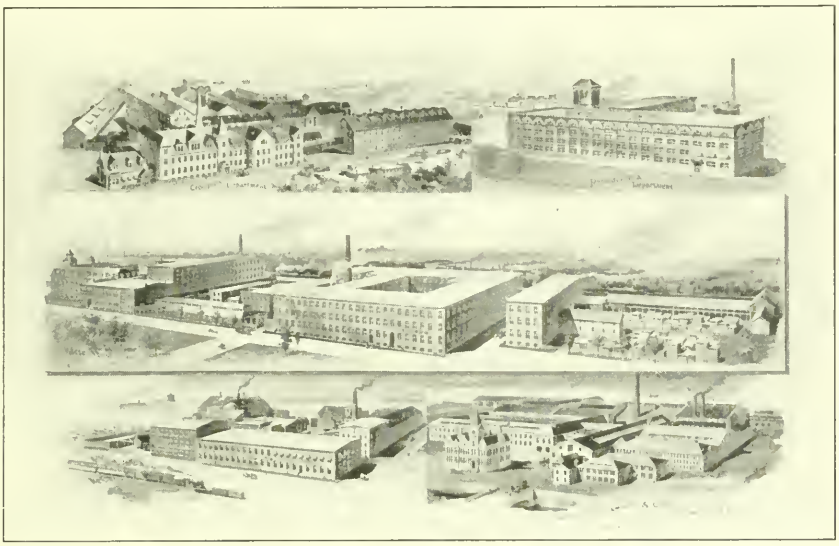

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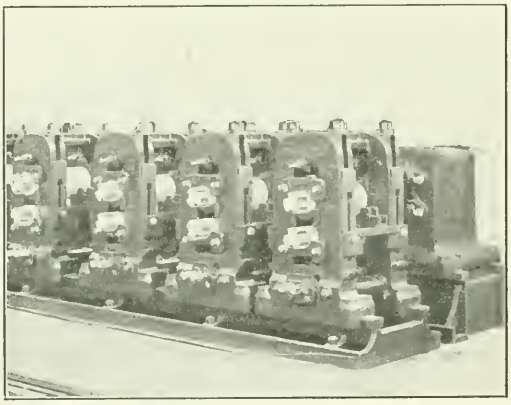

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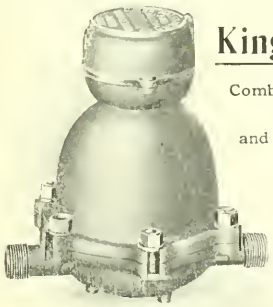

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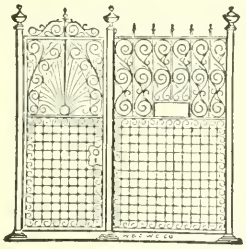

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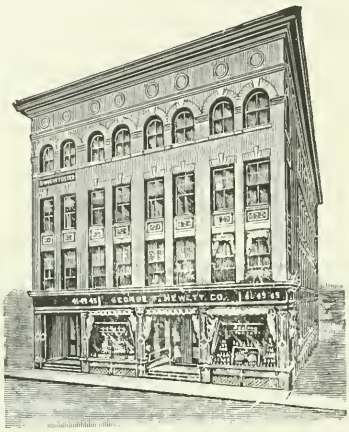

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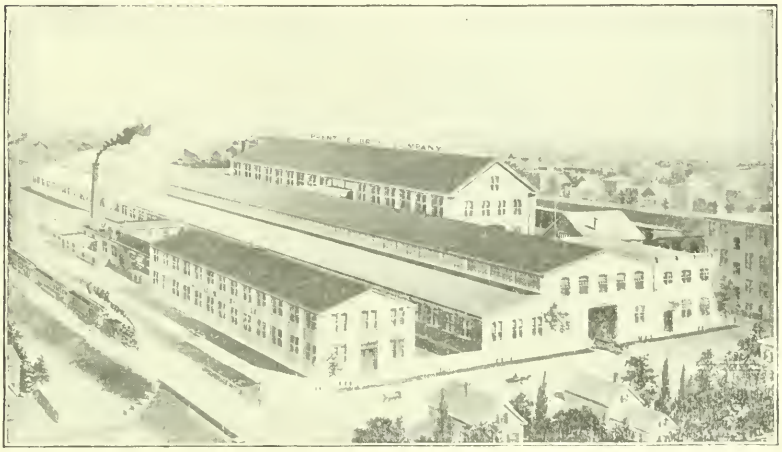

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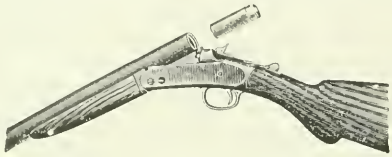

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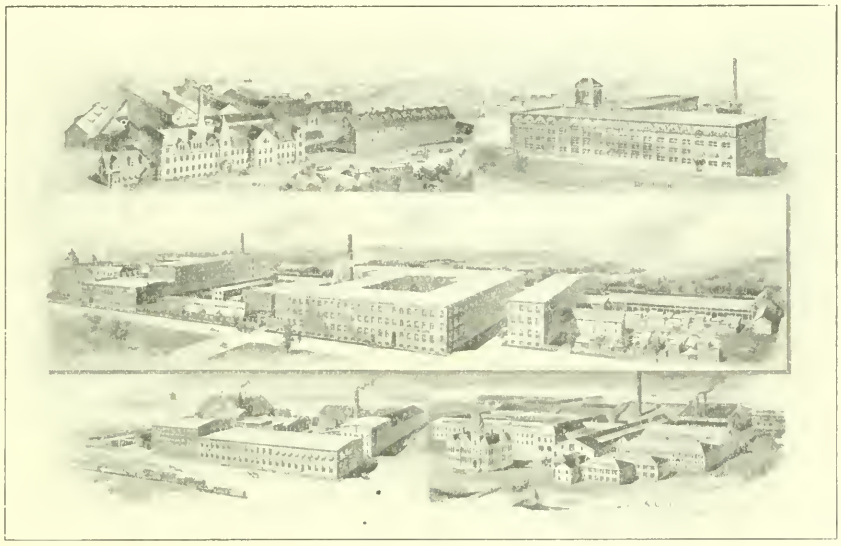

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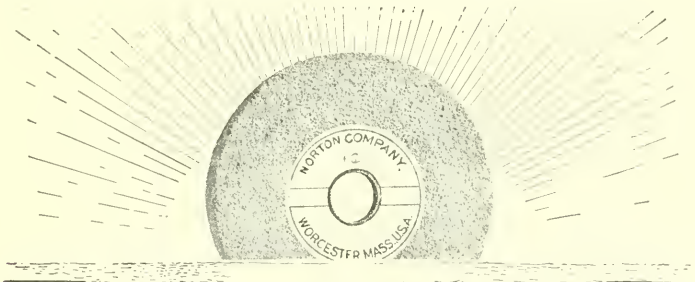

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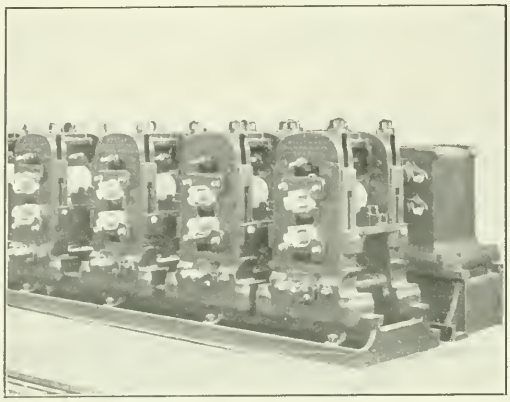

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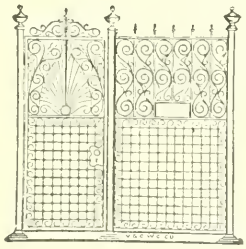

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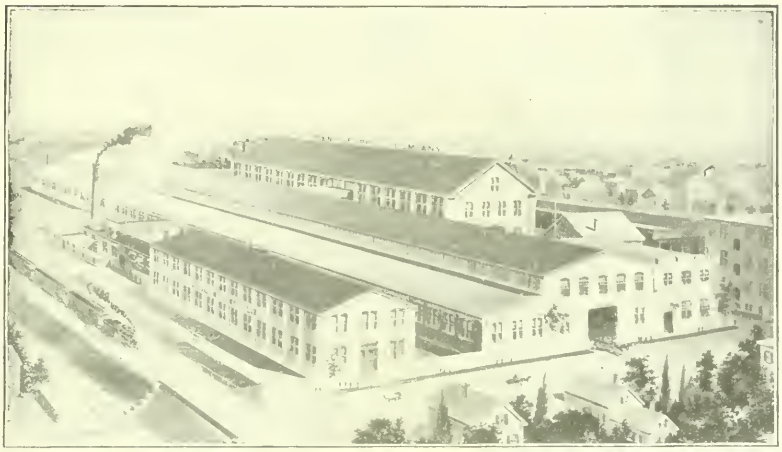

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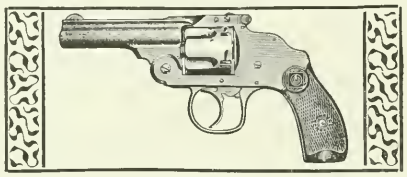

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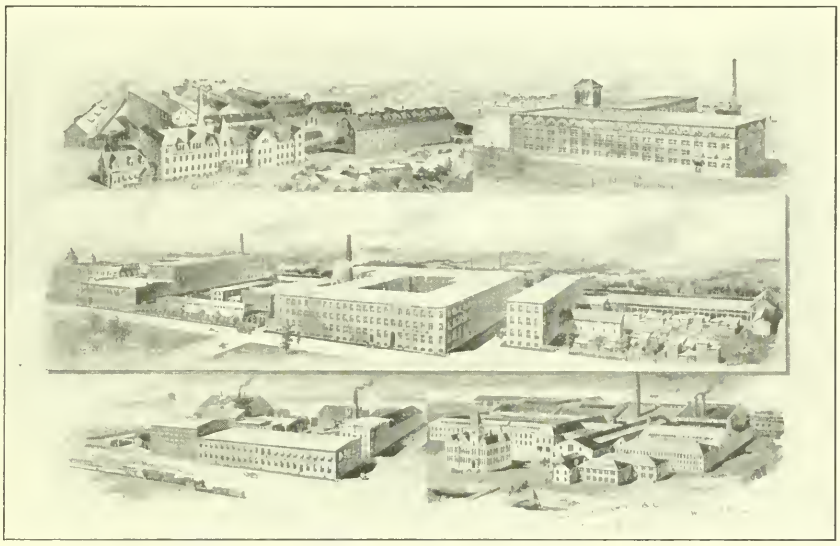

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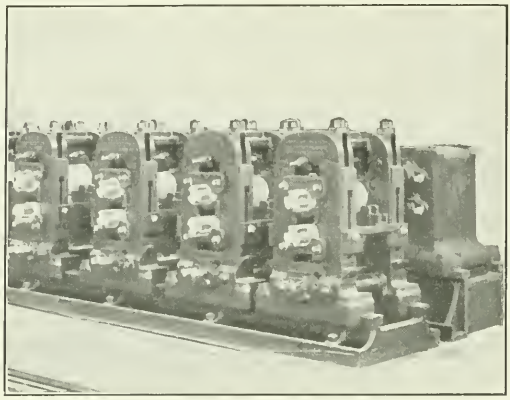

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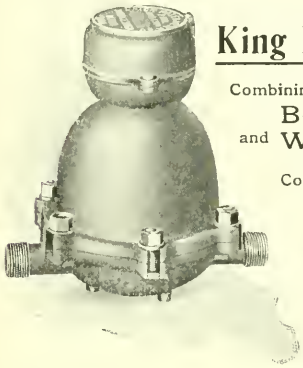

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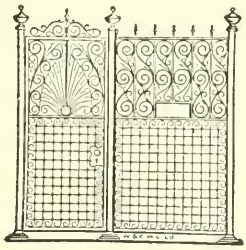

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TUESDAY EVENING, APRIL 16

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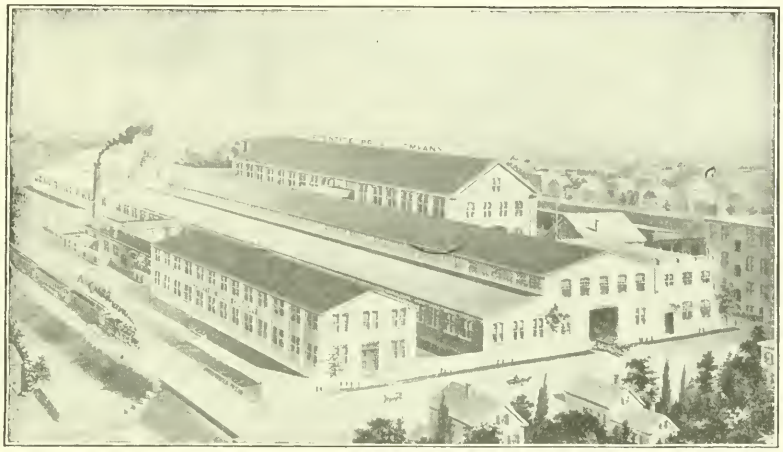

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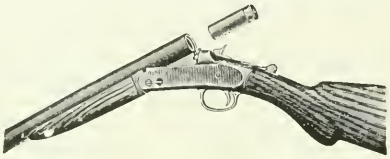

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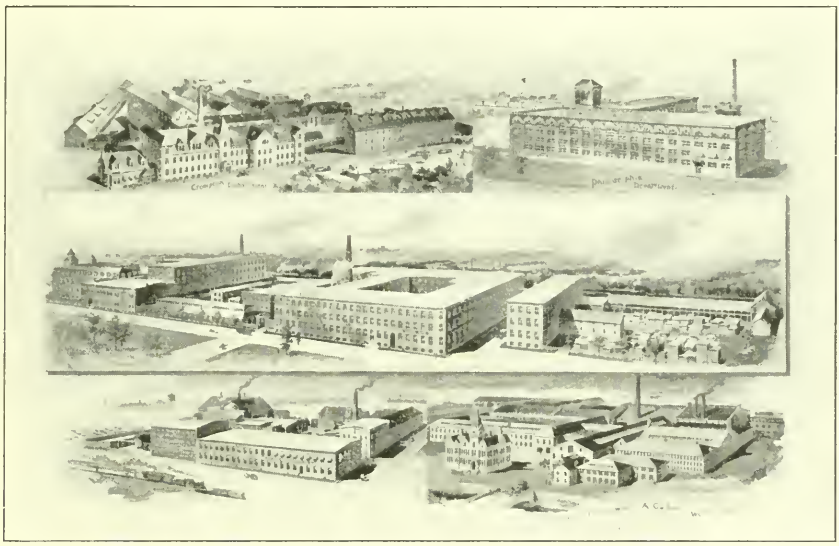

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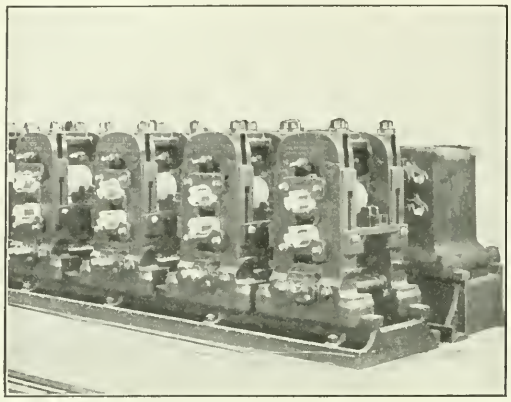

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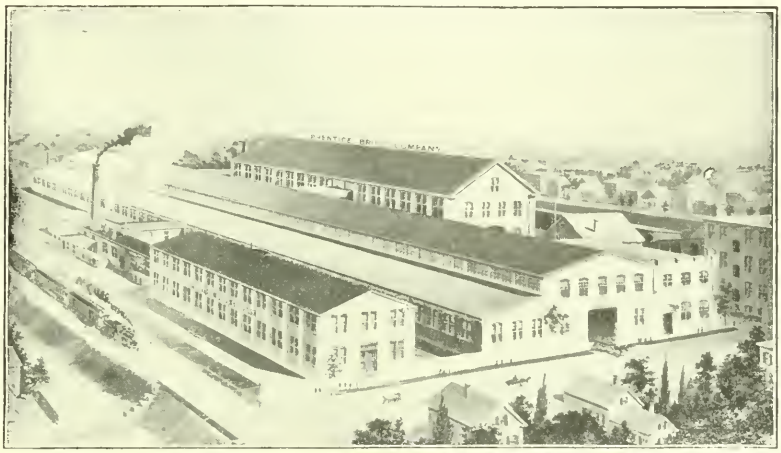

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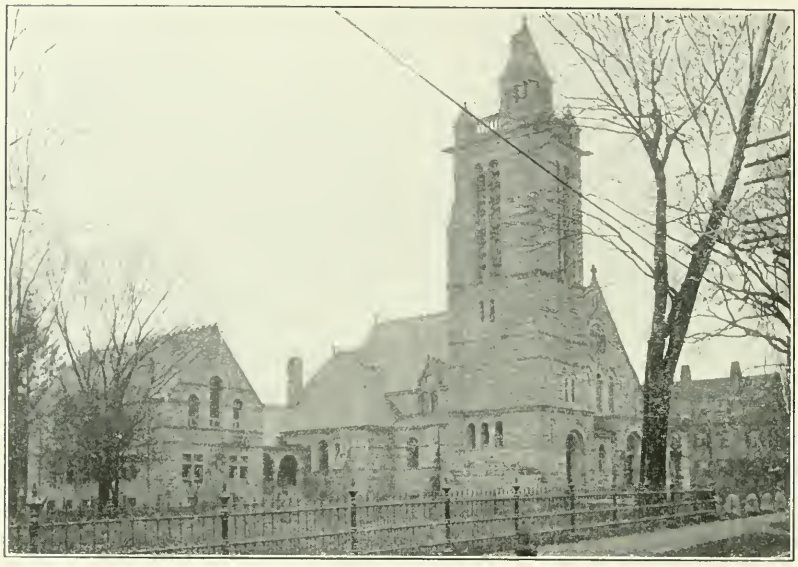

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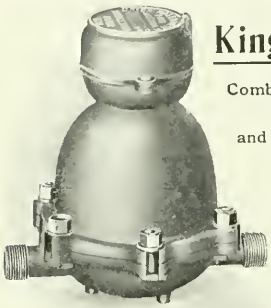

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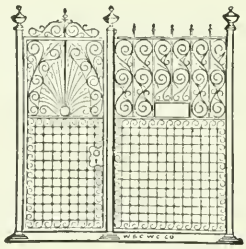

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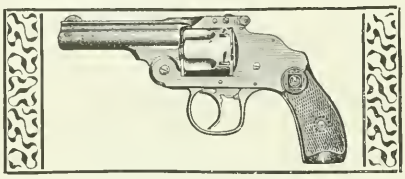

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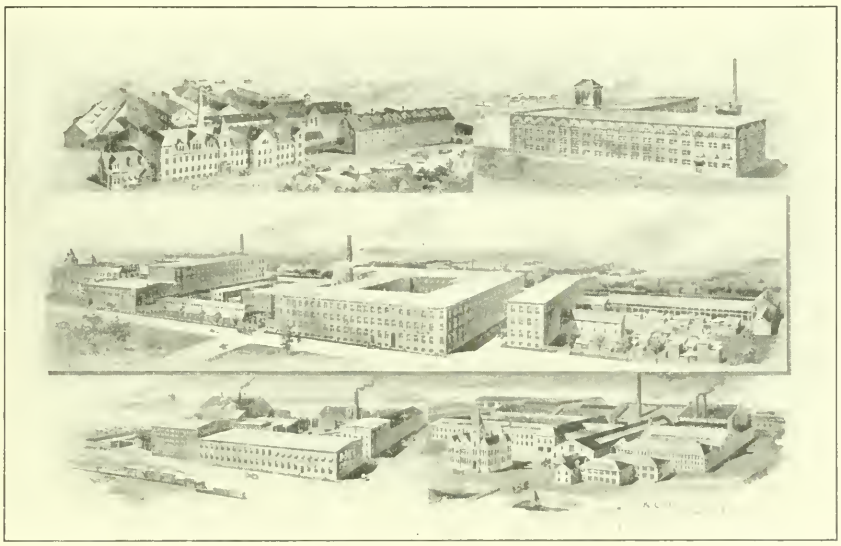

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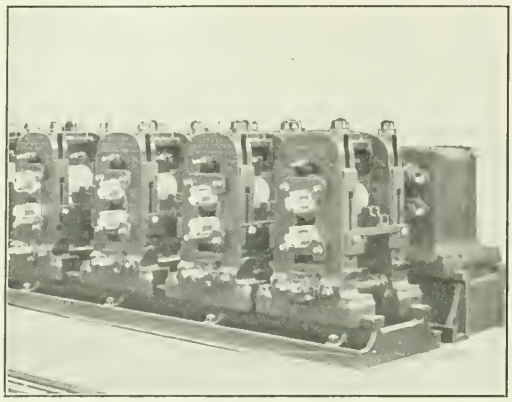

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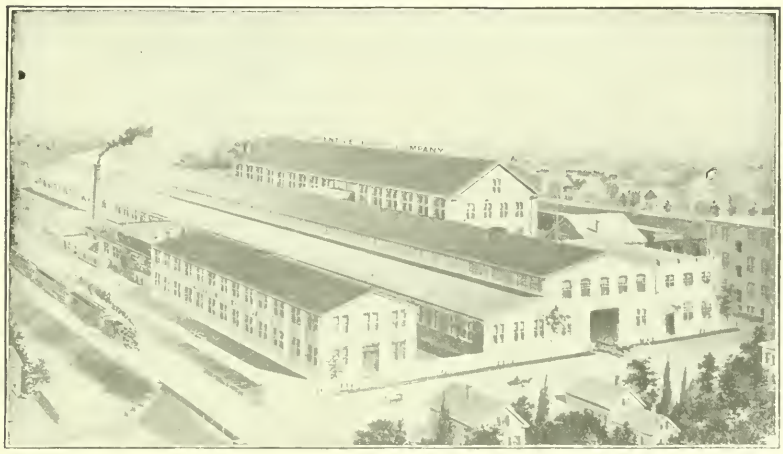

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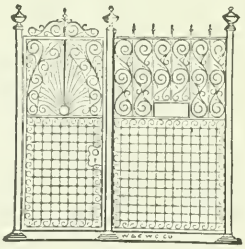

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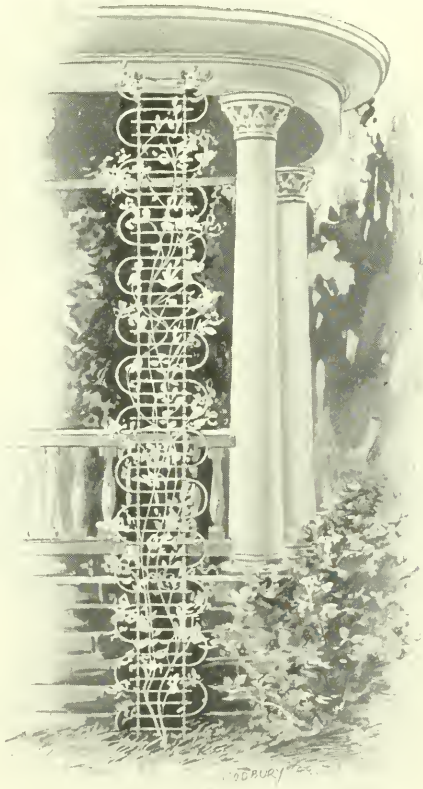

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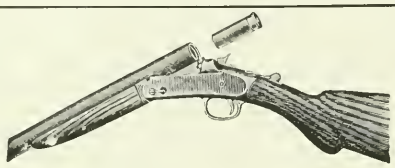

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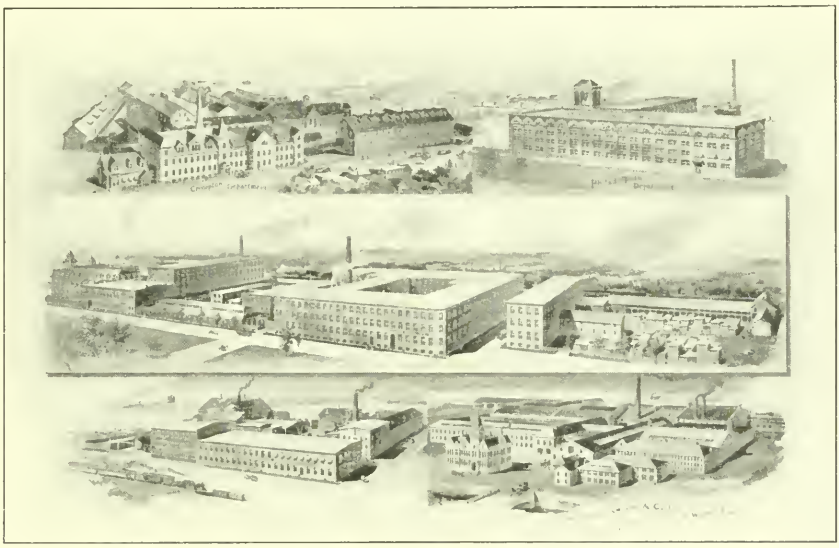

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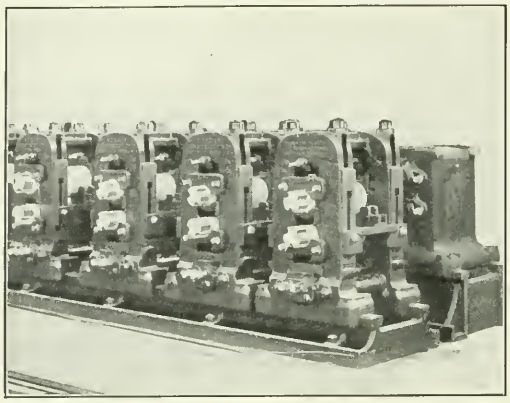

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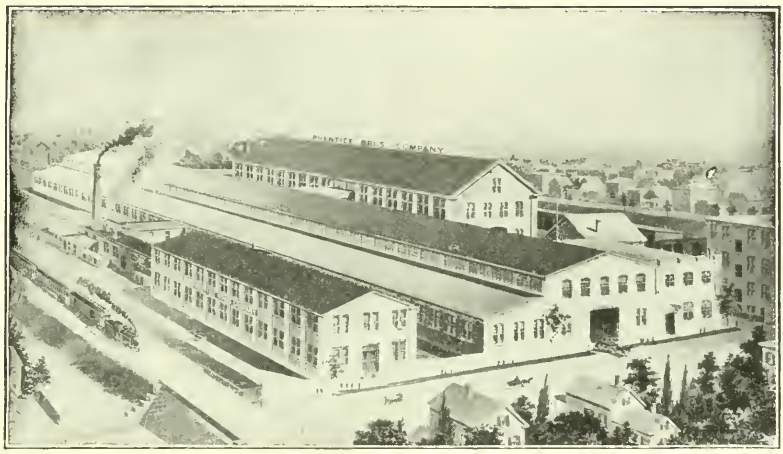

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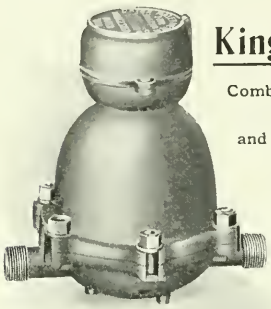

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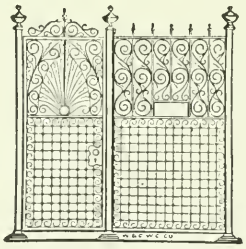

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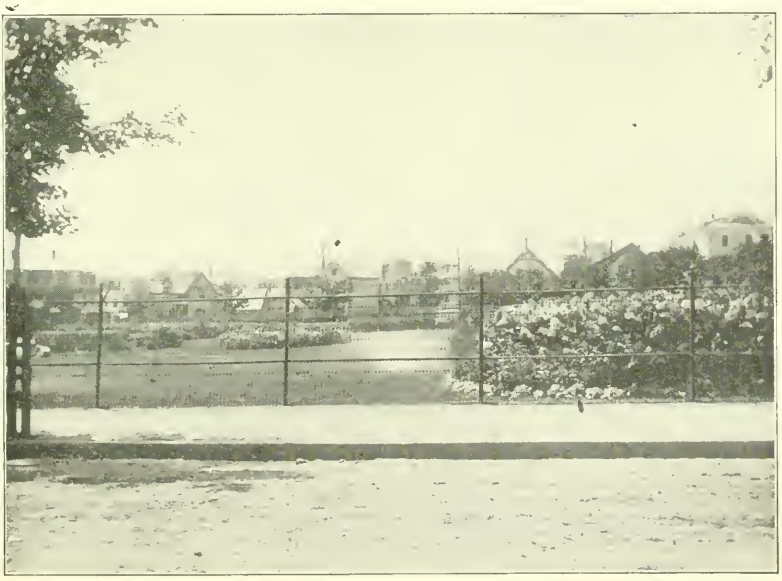

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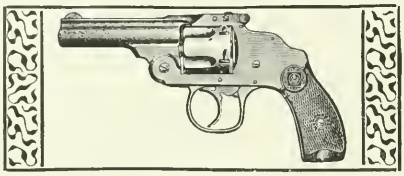

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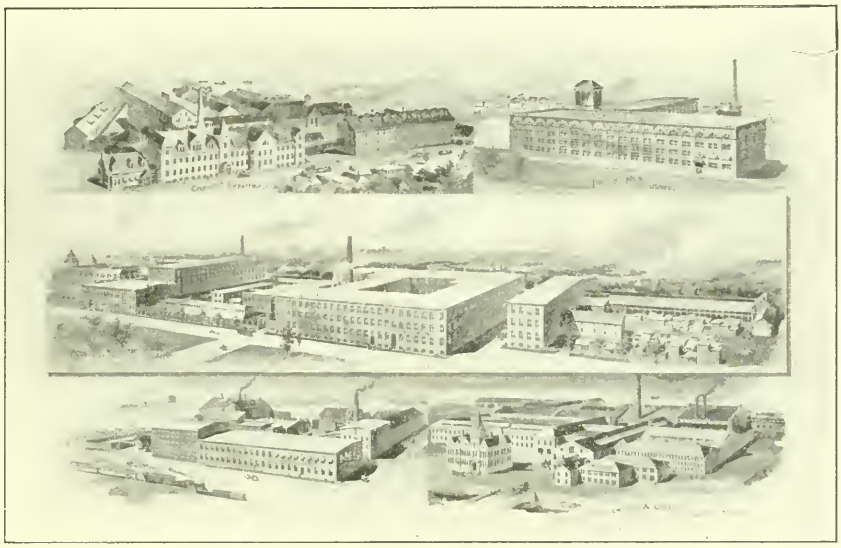

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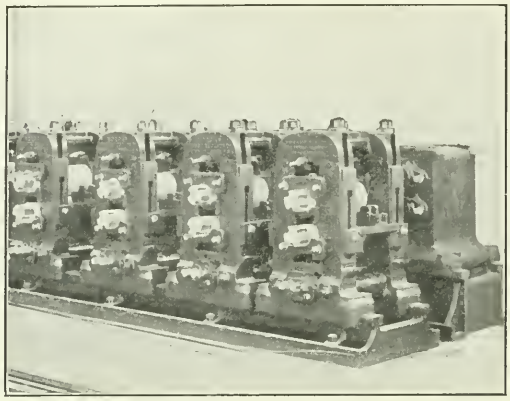

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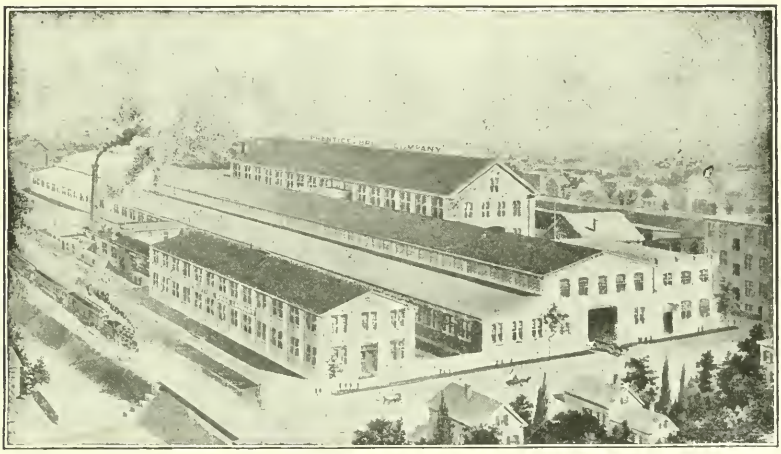

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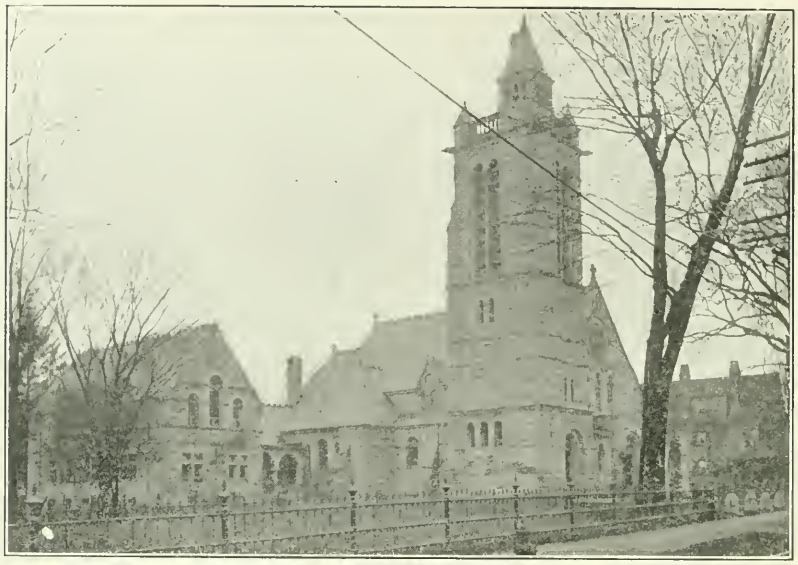

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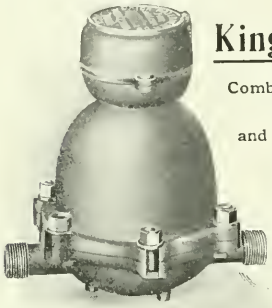

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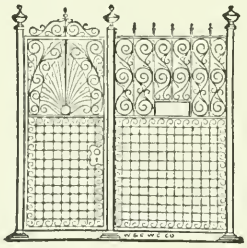

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The Worcester Magazine

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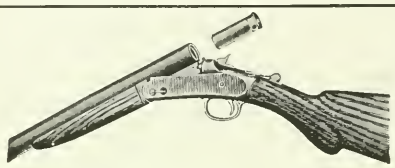

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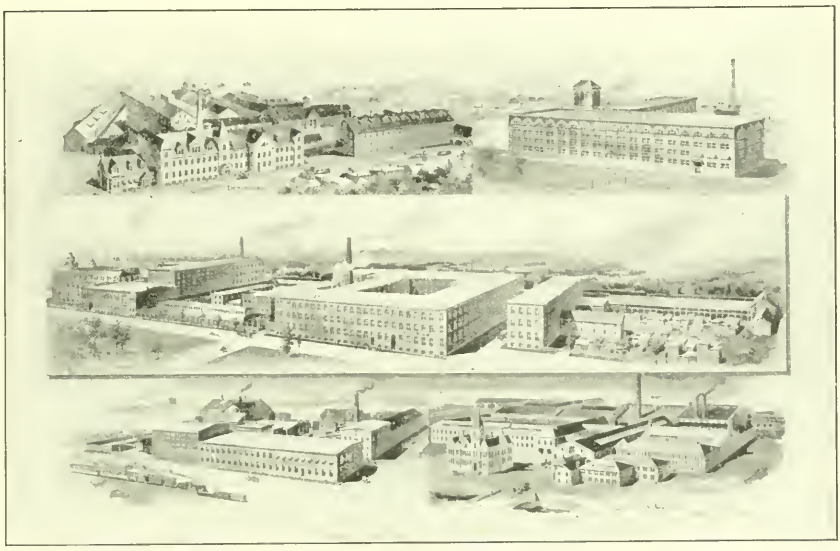

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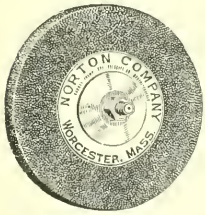

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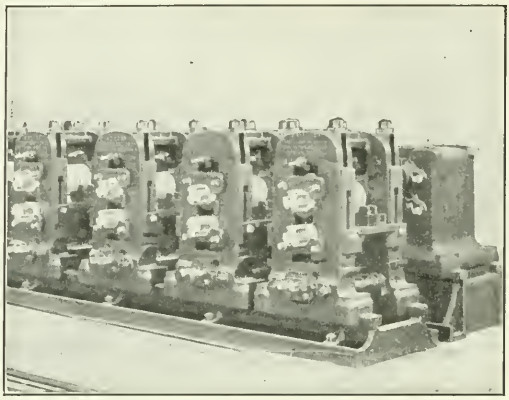

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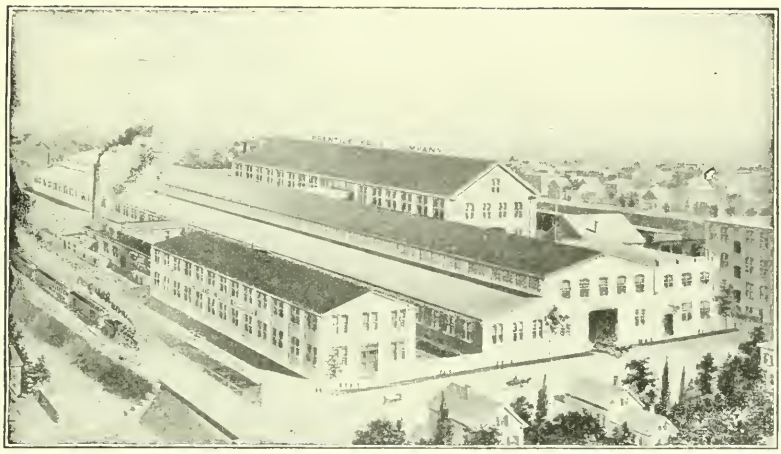

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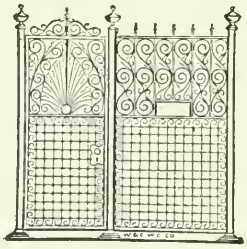

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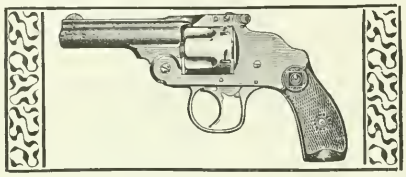

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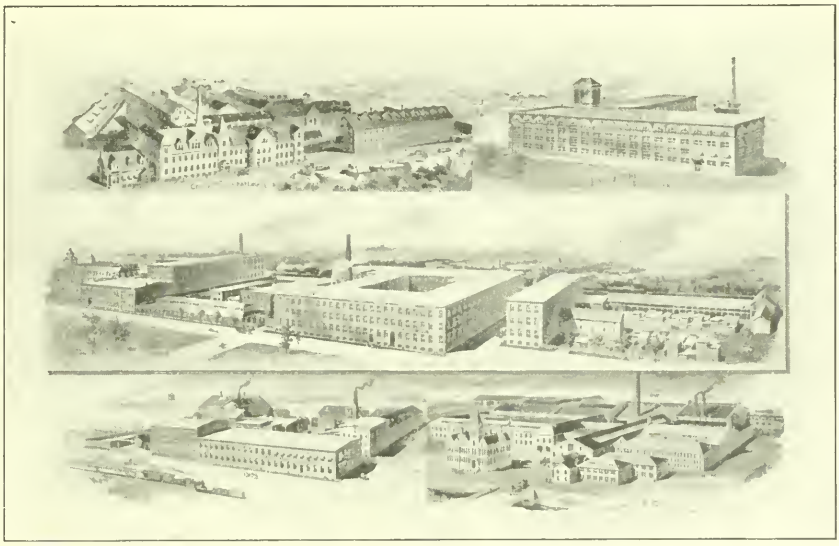

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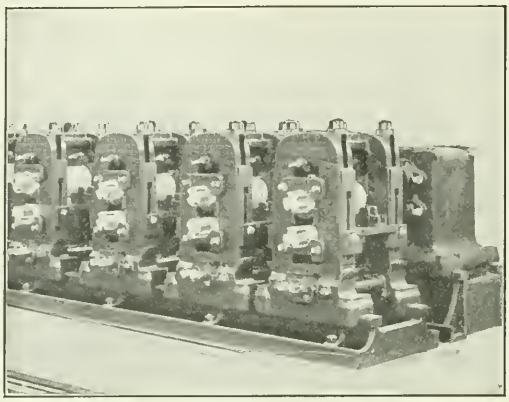

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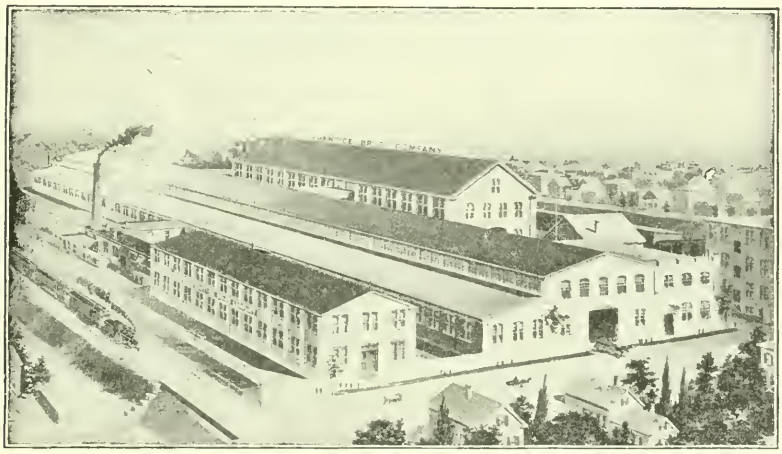

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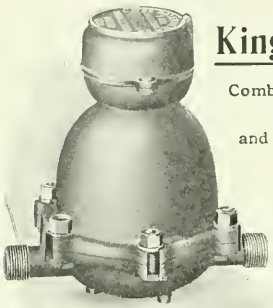

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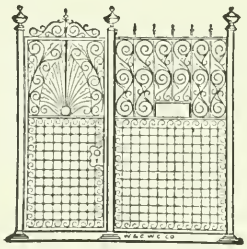

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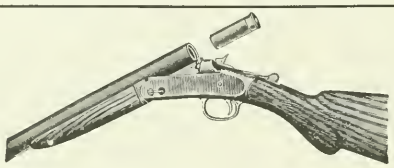

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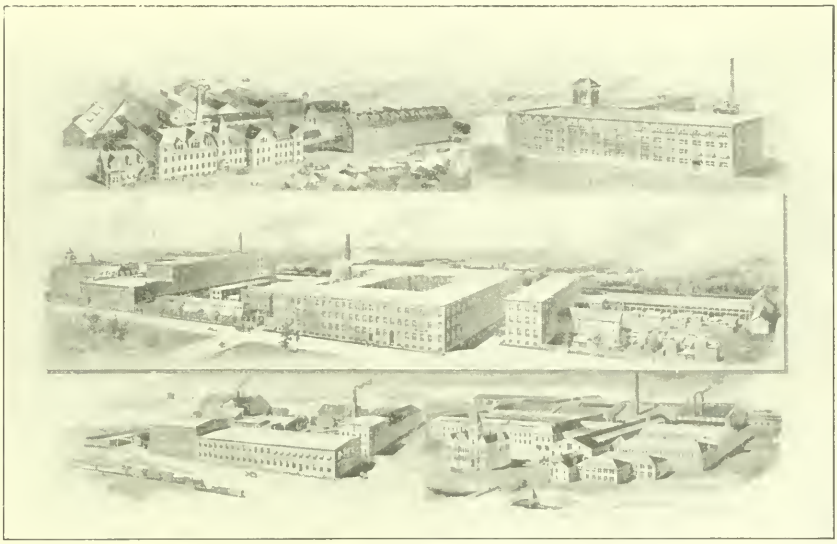

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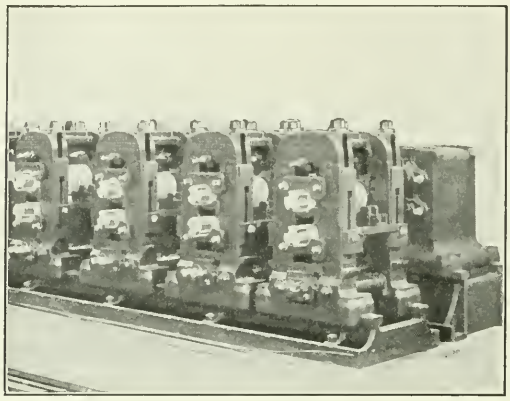

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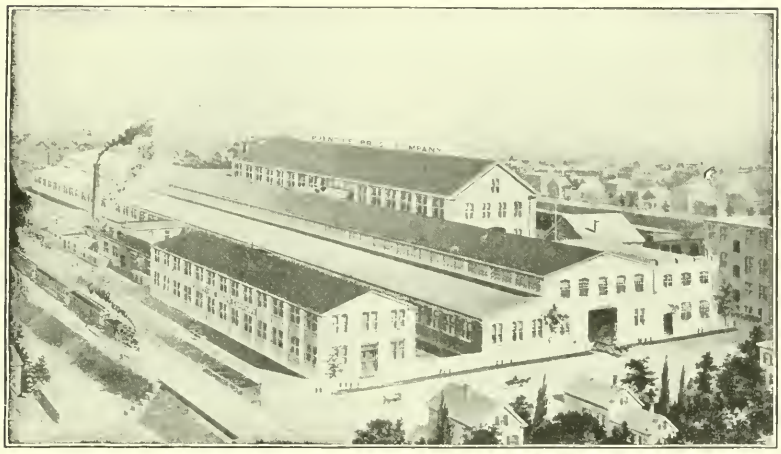

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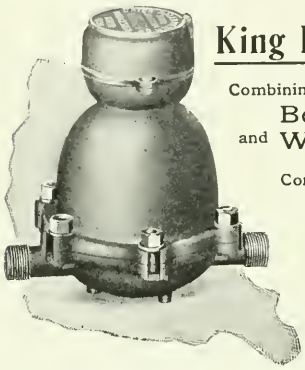

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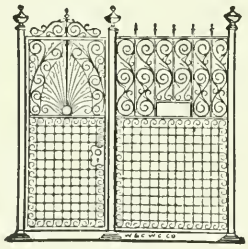

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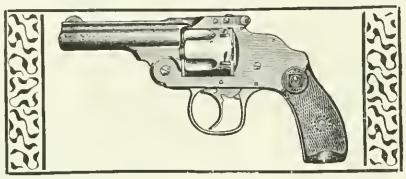

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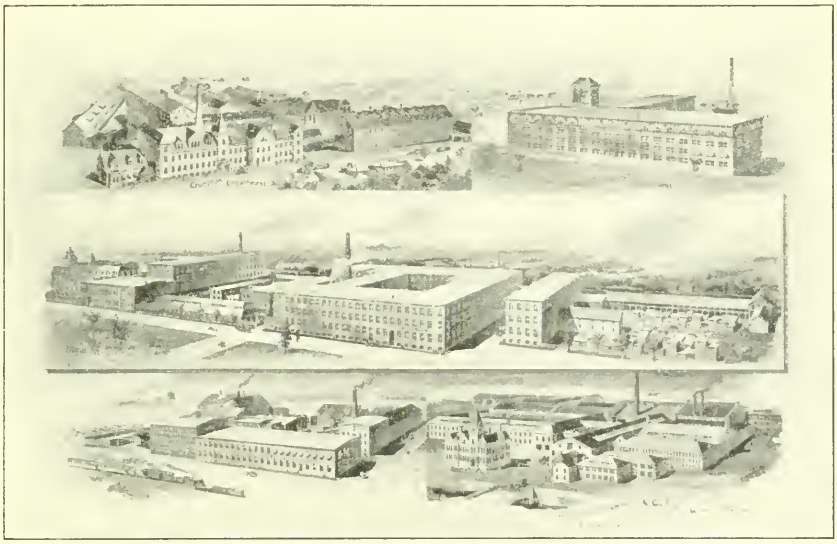

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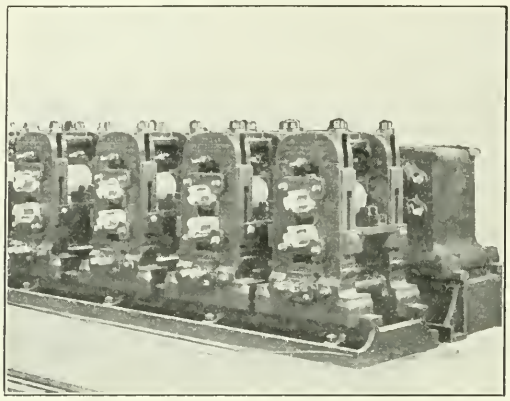

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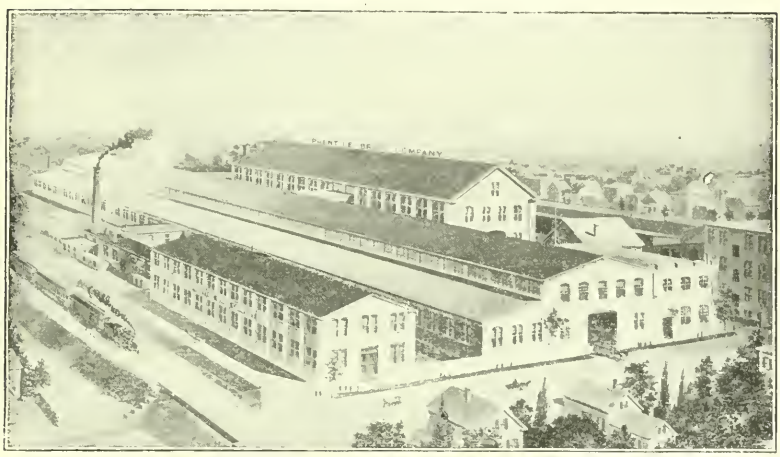

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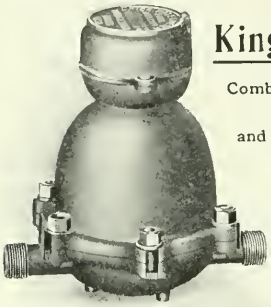

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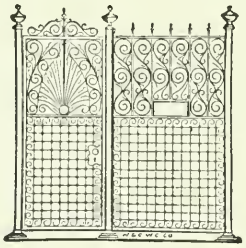

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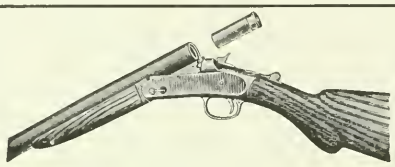

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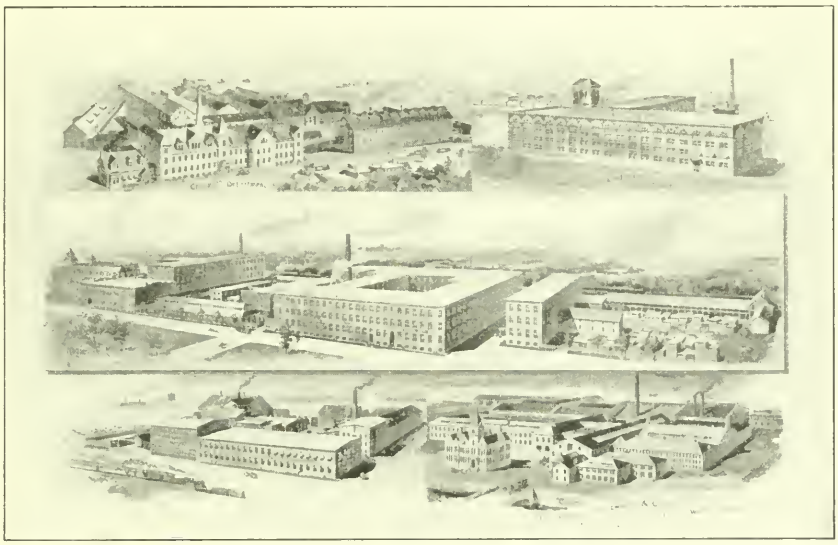

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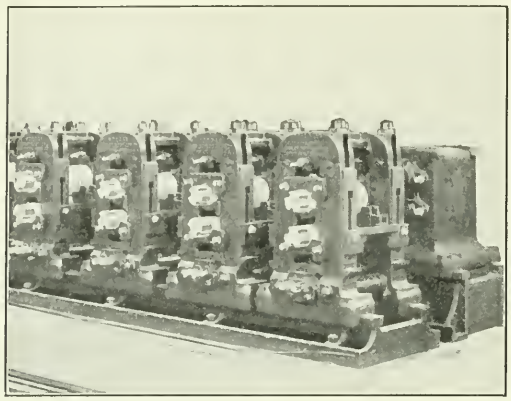

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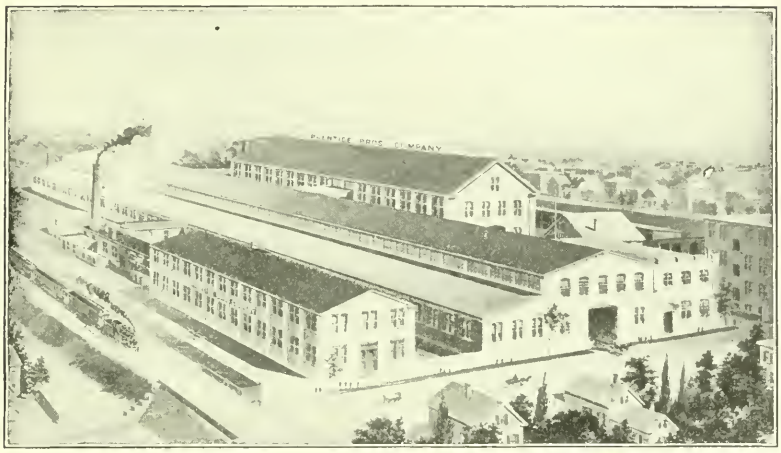

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WORCESTER FIVE CENTS SAVINGS BANK, 314 Main Street. Incorporated, April 1, 1854. Assets, $10,473,732.59; number of depositors, 34,421. Deposits received from five cents to $1000 and placed on interest January, April, July and October. Dividends payable on and after January 15 and July 15. President, Henry M. Witter; Vice Presidents, Simeon N. Story, Gilbert J. Rugg, Edwin Brown, Roger F. Upham, Otis E. Putnam, James Draper; Treasurer, J. Stewart Brown.

WORCESTER COUNTY INSTITUTION FOR SAVINGS, 13 Foster Street. Incorporated, February 5, 1828. Deposits, $20,430,771.54; assets, $21,912,744.63; number depositors, 39,955. Deposits put on interest January, April, July and October. Dividends payable January 15 and July 15. President, Charles A. Chase; Vice Presidents, Edward L. Davis, George E. Francis, Thomas H. Gage; Treasurer, Alfred L. Aiken; Board of Investment, Charles A. Chase, Samuel B. Woodward, George E. Francis, Lyman A. Ely, A. George Bullock; Clerk of Corporation, Charles F. Aldrich.

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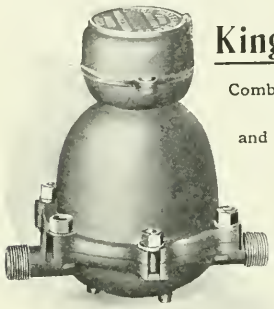

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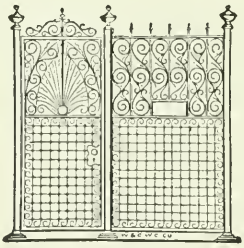

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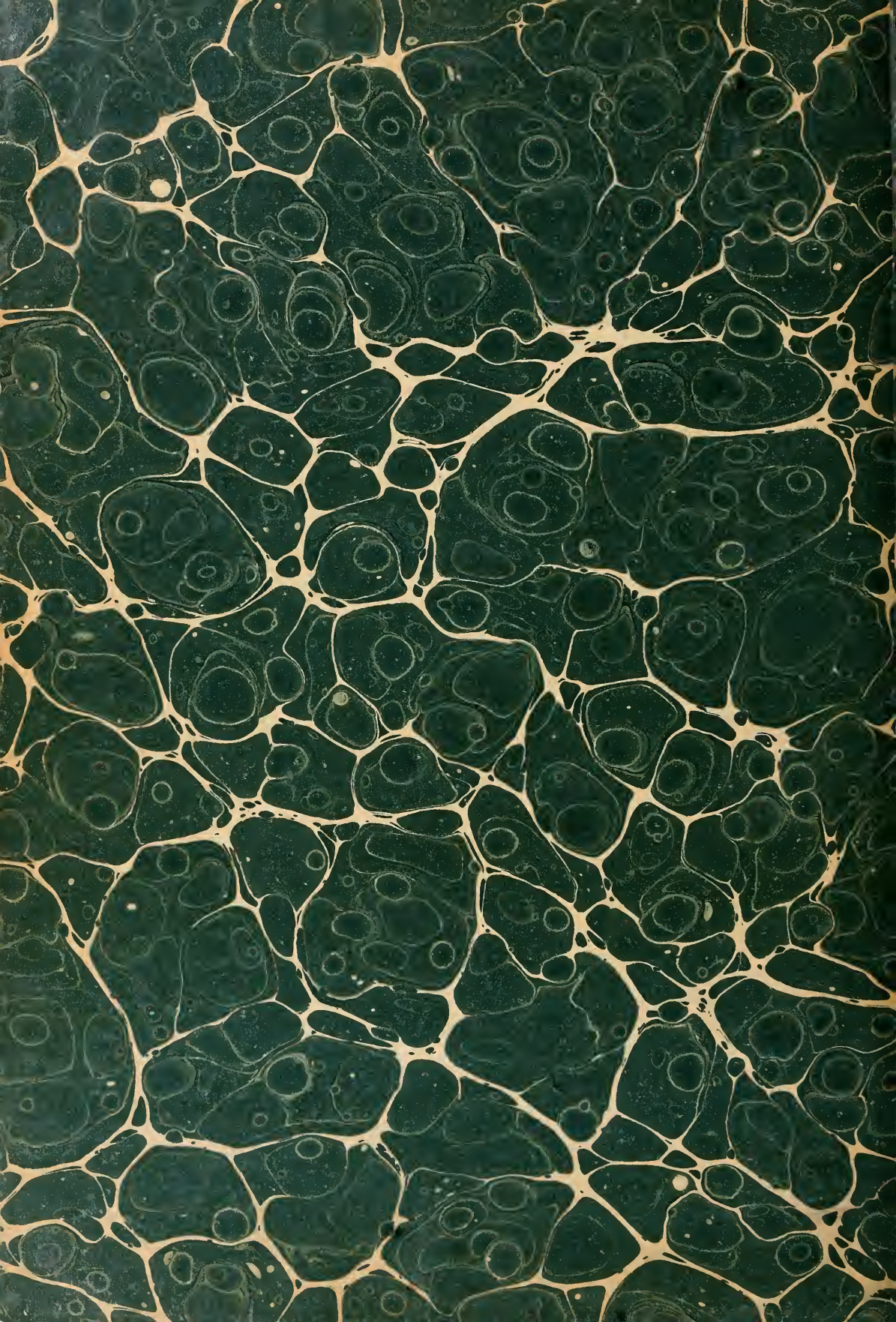

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